

**Community & Environment Committee**

**12 March 2026**

**Report for Agenda Item | Rīpoata moto e Rāraki take [2]**

**Department: Community Services**

**Title | Taitara: Arrowtown River Reserves Development Plan**

**Purpose of the Report | Te Take mō te Pūroko**

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To consider the Arrowtown River Reserves Development Plan for adoption.

**Recommendation | Kā Tūtohuka**

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That the Community and Environment Committee:

1. **Note** the contents of this report; and
2. **Adopt** the Arrowtown River Reserves Development Plan.

**Prepared by:**



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20 February 2026

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20 February 2026

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Community Services  
20 February 2026

Context | Horopaki

1. The Arrowtown River Reserves Development Plan (**Attachment A**) is a high-level landscape concept plan indicating the future spatial layout of the reserves. It will be used to guide future development (including restricting development in areas) of the reserves. The plan captures the vision of the community to create a space that is well designed, accessible, provides for multiple user groups, and enhances ecological, biodiversity, historical and cultural values.
2. The Arrowtown River Reserves are a collection of recreation reserves located along the margins of the Arrow River, providing a green buffer between the river and the Arrowtown Town Centre and surrounding residential areas. The reserves are mostly linear in nature and collectively encompass an area of approximately 20.5 hectares as shown in Figure 1.

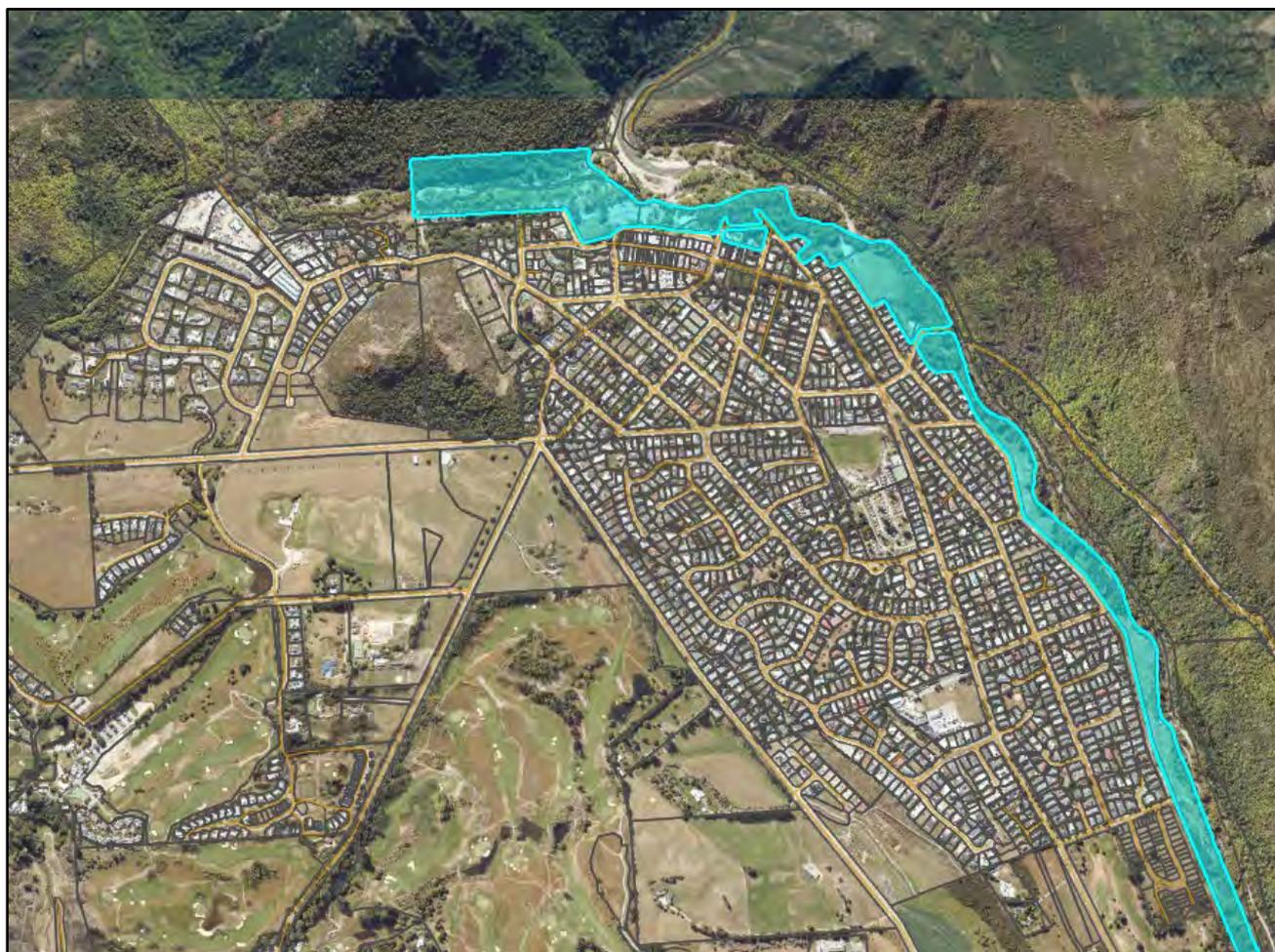


Figure 1: Aerial image of Arrowtown with the collection of Arrow River Reserves in the development plan highlighted in blue. Source: QLDC GIS.

3. The reserves host a network of well used trails by pedestrians, cyclists and horse riders, as well as a skatepark, dirt pump track, swimming holes, and provide access to the river, the Chinese Village, Macetown and the extensive front country and backcountry trails. The reserves are regularly used for passive recreation such as picnicking as well as sporting and cultural events.

The reserves also provide parking for reserve users through formalised parking at Ramshaw Lane, and informal parking and access provided along the length of the reserves.

4. The reserves are highly used by Arrowtown residents, the wider community and visitors. The development plan seeks to address some of the key issues facing these reserves including: user conflict on the trail network and within parking areas; the community's desire to create a gateway bridge to the backcountry; and the provision of providing Autumn colour that Arrowtown is well known nationally and internationally for, whilst also protecting and enhancing water quality and ecological values.
5. Beca Group Limited were appointed to provide landscape and urban design services and prepare the Arrowtown River Reserves Development Plan on behalf of Queenstown Lakes District Council (QLDC).
6. Aukaha and Te Ao Marama were consulted and provided input on behalf of local Iwi.
7. Stakeholder consultation included meetings with the Arrowtown Village Association (AVA), and other key community groups, such as the Arrowtown Promotion and Business Association (APBA), Arrowtown Choppers, Queenstown Trails Trust (QTT), Arrowtown Planning Advisory Group (APAG) and the Arrowtown – Kawarau Ward Councillors (Councillor [Cllr] Guy, Cllr White and Cllr Ferg) in April – May 2025. This, combined with a site analysis and opportunities and constraints analysis, informed the draft plan.
8. The draft plan was circulated to the key stakeholders prior to public feedback. The draft plan was then shared for public feedback for four weeks, closing on 21 September 2025. It was shared through an online survey on QLDC's Let's Talk project page, social media posts, a media release, posters and screens at QLDC venues, a Lakes Weekly Bulletin snippet, direct emails to stakeholders, radio, and on-site signage. In addition, two drop-in sessions were held at the Arrowtown Atheneum Hall and at the base of the Tobins Track. The public feedback was analysed and considered in the development of the final plan.

#### Analysis and Advice | Tatāritaka me kā Tohutohu

9. The purpose of the development plan is to provide a clear long-term vision (10-15 years) for the collection of reserves. It seeks to ensure development occurs in a planned manner rather on an ad-hoc basis. It seeks to address the issues and constraints of the reserves and manage them appropriately to address the increasing demand.
10. The key aspirations of the development plan are to:
  - Create a central arrival hub for reserve users;
  - Improve visitor circulation through wayfinding, trail development and hierarchy that provides for all user types;

- Stop carpark creep within the reserve and delineate parking areas;
- Improve access to, and connection with, the Arrow River;
- Increase biodiversity and ecological values within the reserves through native restoration and regeneration plantings, whilst also providing for the retention of autumn colours that are distinctive to Arrowtown;
- Enhance the cultural and historical values of the reserves, including through education.

11. A range of public feedback was received including 72 submissions on the Let's Talk page. 25 in support, 17 opposed, and 30 neutral. In addition, four email submissions were also received as part of the public feedback period. A summary of the public feedback received for the Arrowtown River Reserves is included in **Attachment B** (Let's Talk Summary) and **Attachment C** (Email Submissions).

12. The main themes and ideas that emerged from the public feedback were:

- The lack of provision for horse riders: Opposition was primarily around signage not including horse riders, lack of provision for horse float parking/turning, and priority of trail use given to cyclists.
- Environmental restoration and planting: There was general support for the increased native planting and management of failing willows, especially in riparian zones. Some concerns expressed about the priority of natives over the retention of vegetation that provides autumn colour.
- Loss of natural character: Concerns were raised about over development within the reserve and the use of engineered solutions. Preference largely for natural solutions to retain natural character.
- User conflict on trails: A consistent theme was the user conflict on the trails.
- Parking: Mixed responses for increasing parking as well as not allowing further carpark creep into the reserves.
- New cycle priority trail location: Mixed responses with concerns about impact on residential privacy and amenity as well as support for user separation.

13. The public feedback, including an internal design review from relevant Subject Matter Experts (SMEs) across the Parks and Property and Infrastructure teams was used to refine the final plan.

14. This included enhancing the reference to the Mahu Whenua gateway bridge, retaining the proposed cycling priority trail, ensuring natural solutions are used for reserve development such as wooden wheel stops etc., for parking areas rather than formalising by sealing, providing horse float parking/turning and hitching posts at Wilcox Green, removing a proposed carpark at Hansen

Reserve, and enhancing biodiversity and ecological values through native riparian planting and crack willow management, whilst retaining and providing for the distinctive autumn colour palette.

15. This report identifies and assesses the following reasonably practicable options for assessing the matter as required by section 77 of the Local Government Act 2002.

16. Option 1 Adopt the Arrow River Reserve Development Plan.

*Advantages:*

- The Development Plan will set out an agreed vision for the development, enhancement, preservation and use of the Arrow River Reserves. It will assist in addressing some of the constraints that the reserves currently face.
- The Development Plan will provide a clear direction for future decisions on development and upgrades to the Arrow River Reserves.
- The Development Plan will allow for funding to be requested through the LTP and by the community.
- The community's expectation that there is a finalised Development Plan for the Arrow River Reserves will be met.

*Disadvantages:*

- Some of the proposed changes may not be supported by all members of the community.
- Some of the recreation amenities proposed in the plan may not be able to be funded in the short or medium term, which may disappoint or frustrate the community.

17. Option 2 Do not adopt the Arrow River Reserves Development Plan (do nothing).

*Advantages:*

- Some future development will be limited which will be supported by some people.
- Funding for implementation of the development plan will not be required.

*Disadvantages:*

- The lack of a cohesive plan for the site will mean reserve facilities and amenities, or community-led recreation initiatives for facilities and services, may progress in an ad hoc unplanned nature that does not optimise the values and use of the reserve.

- The opportunity to improve and define activities along the Arrowtown River Reserves will not be realised, while demand for quality open space and recreation opportunities will continue to increase with future growth and development in the district and increasing visitor numbers.

18. This report recommends **Option 1** for addressing the matter because the Arrowtown River Reserves Development Plan provides Council and the community with a clear and cohesive spatial plan that reflects the community's vision and values for the reserves. It will provide the best opportunity to use the recreation space optimally to meet the community's needs and will contribute to the overall quality of life and well-being of the reserve users.

### Consultation Process | Hātepe Matapaki

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#### Significance and Engagement | Te Whakamahi I kā Whakaaro Hiraka

19. This matter is of medium significance, as determined by reference to the Council's Significance and Engagement Policy 2024 because it involves a high level of demonstrated community interest of a public asset and impacts the potential level of service of the public asset.
20. The persons who are affected by or interested in this matter are the residents/ratepayers of the Queenstown Lakes District community, Iwi, AVA members, community and recreation groups, adjoining property owners and visitors to and users of the Arrowtown River Reserves.
21. The Council has consulted with the public over a one month period. 72 responses were received through the online survey on Let's Talk, as well as several additional written submissions. This feedback assisted in informing the final Development Plan.

#### Māori Consultation | Iwi Rūnaka

22. The Council has undertaken consultation with Kāi Tahu representatives, Aukaha and Te Ao Marama, prior to drafting the Development Plan and received feedback on the draft plan that fed into the final plan.

### Risk and Mitigations | Kā Raru Tūpono me kā Whakamaurutaka

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23. This matter relates to the Community & Wellbeing risk category. It is associated with RISK10005 Ineffective planning for community services or facilities within the QLDC Risk Register. This risk has been assessed as having a high residual risk rating.
24. The approval of the recommended option will allow Council to avoid the risk. This will be achieved by adopting the Arrowtown River Reserves Development Plan which will allow for quality informed decision making when upgrading the reserve to better plan for and manage this high profile community asset.

### Financial Implications | Kā Riteka ā-Pūtea

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25. There are no financial implications for approving the Arrowtown River Reserves Development Plan.
26. There is \$106,640 remaining in the Long Term Plan to implement the Arrowtown River Reserves Development Plan. This will only cover some minor improvements within the plan that could be signage/wayfinding, parking improvements, trail development and alignment. Other elements may be carried out by community groups such as planting or wilding removal.
27. Elements of the development plan could be funded in the future by community groups, associations or trusts, or through future QLDC Annual and Long Term Plans.

### Council Effects and Views | Kā Whakaaweawe me kā Tirohaka a te Kaunihera

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28. The following Council policies, strategies and bylaws were considered:

- Vision Beyond 2050;
- The Reserves Act 1977;
- Local Government Act 2002;
- Parks and Open Spaces Strategy 2021;
- Arrowtown – Lake Hayes Reserve Management Plan (2013);
- QLDC Future Parks and Reserves Provision Plan;
- The QLDC Disability Policy 2018;
- QLDC Tree Policy 2024;
- QLDC Creativity, Culture and Heritage Strategy (2024);
- Arrowtown Design Guidelines (2018).

29. The following community plans/strategies were also considered:

- Arrowtown Community Visioning (2017 + 2022);
- Arrowtown Mahu Whenua Gateway (2018).

30. The recommended option is consistent with the principles set out in the named policies.

31. This matter is not included in the Long Term Plan/Annual Plan and will not have any impact on it.

Local Government Act 2002 Purpose Provisions | Te Whakatureture 2002 o te Kāwanataka ā-Kiaka

32. Section 10 of the Local Government Act 2002 states the purpose of local government is

- a) to enable democratic local decision-making and action by, and on behalf of, communities; and
- b) to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future.

33. The Development Plan will create a long-term vision for the upgrade and protection of the Arrow River Reserves to meet the current and future needs of the community for high quality recreation infrastructure and amenity. As such, the recommendation in this report is appropriate and within the ambit of Section 10 of the Act.

34. The recommended option:

- Can be implemented through current funding under the Long Term Plan and Annual Plan;
- Is consistent with the Council's plans and policies; and
- Would not significantly alter the intended level of service provision for any significant activity undertaken by or on behalf of the Council or transfer the ownership or control of a strategic asset to or from the Council.

Attachments | Kā Tāpirihaka

A	Arrowtown River Reserves Development Plan 2026
B	Arrowtown River Reserves Development Plan Community Feedback (Let's Talk)
C	Arrowtown River Reserves Development Plan Community Feedback (Written Submissions)

# ARROWTOWN RIVERSIDE RESERVES

## CONCEPT DEVELOPMENT PLAN

09 FEBRUARY 2025



### Revision History

Revision No.	Prepared By	Description	Date
A	Rory Kirkwood & Jesse Byrne	For QLDC Review	29.07.2025
B	Rory Kirkwood & Jesse Byrne	For Consultation	12.08.2025
C	Rory Kirkwood & Jesse Byrne	For QLDC Review	17.12.2025
D	Rory Kirkwood & Jesse Byrne	For QLDC Review	9.02.2026

### Document Acceptance

Action	Name	Signed	Date
Prepared by	Rory Kirkwood & Jesse Byrne		28.07.2025
Reviewed by	Jesse Byrne		28.07.2025
Approved by	Tom Abbott		29.07.2025
on behalf of Beca Ltd.			

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Arrow River. Photo Beca

## 1.1 LOCATION

Arrowtown / Kā Muriwai is a historic township located in the heart of the Queenstown Lakes District, in the lower South Island of New Zealand. The small town is nestled in the northern end of the Whakatipu Basin at the base of the Crown and Coronet Ranges and lined by the Arrow River / Haehaenui. The town's proximity to Queenstown / Tahuna and Wanaka makes it a popular destination for visitors exploring the Queenstown Lakes District.

The Whakatipu Basin is characterised by mountains, surrounding lakes and river terraces, formed by glacial and tectonic activity. Fluvial rivers and streams run throughout the basin floor, which historically deposited gold from the mountains to the lower reaches. More recently schist bedrock and engineering grade aggregate is taken from the basin waterways to be used in construction. These materials characterise building vernacular today.

The basin has experienced significant landcover changes over time with less than 10% indigenous cover left over much of the area (Landcare Research - Threatened Environment Classification Map, 2016). The original vegetation of the site area would have included scrub, shrub land and tussock/grassland with native beech and broadleaf-podocarp forests. Species seen would include Coprosma, Olearia and Hebe species, with Kōwhai being dominant. Species such as these provided a good source of food and habitat for lizards, birds, bats and insects.

## 1.2 PURPOSE

The purpose of this development plan is to provide Queenstown Lakes District Council (QLDC) with a spatial layout for the management, enhancement, and development for a collection of Arrowtown riverside reserves.

The plan outlines the constraints, qualities and opportunities for the development of the reserves. It considers community needs, natural habitat restoration, wider connections, recreational opportunities, and cultural heritage to ensure a more cohesive experience for users and that the character of the area is reinforced.

The Arrowtown Riverside Reserves project area is a long linear parkland that lines the Arrow River / Haehaenui, it is made up of a network of small local and community reserves.

These include;

- Arrowtown River Reserve
- Butlers Green
- Bedford Street Recreational Reserve
- Hansen Reserve
- O'Callaghan Park
- Wilcox Green
- Two unnamed open space reserves (1. Off end of Bute Street, 2. Between Cornwall and Jopp Street)

For the purposes of this document the Arrowtown Riverside Reserves will be viewed as a single reserve and referred to as the 'reserve'.

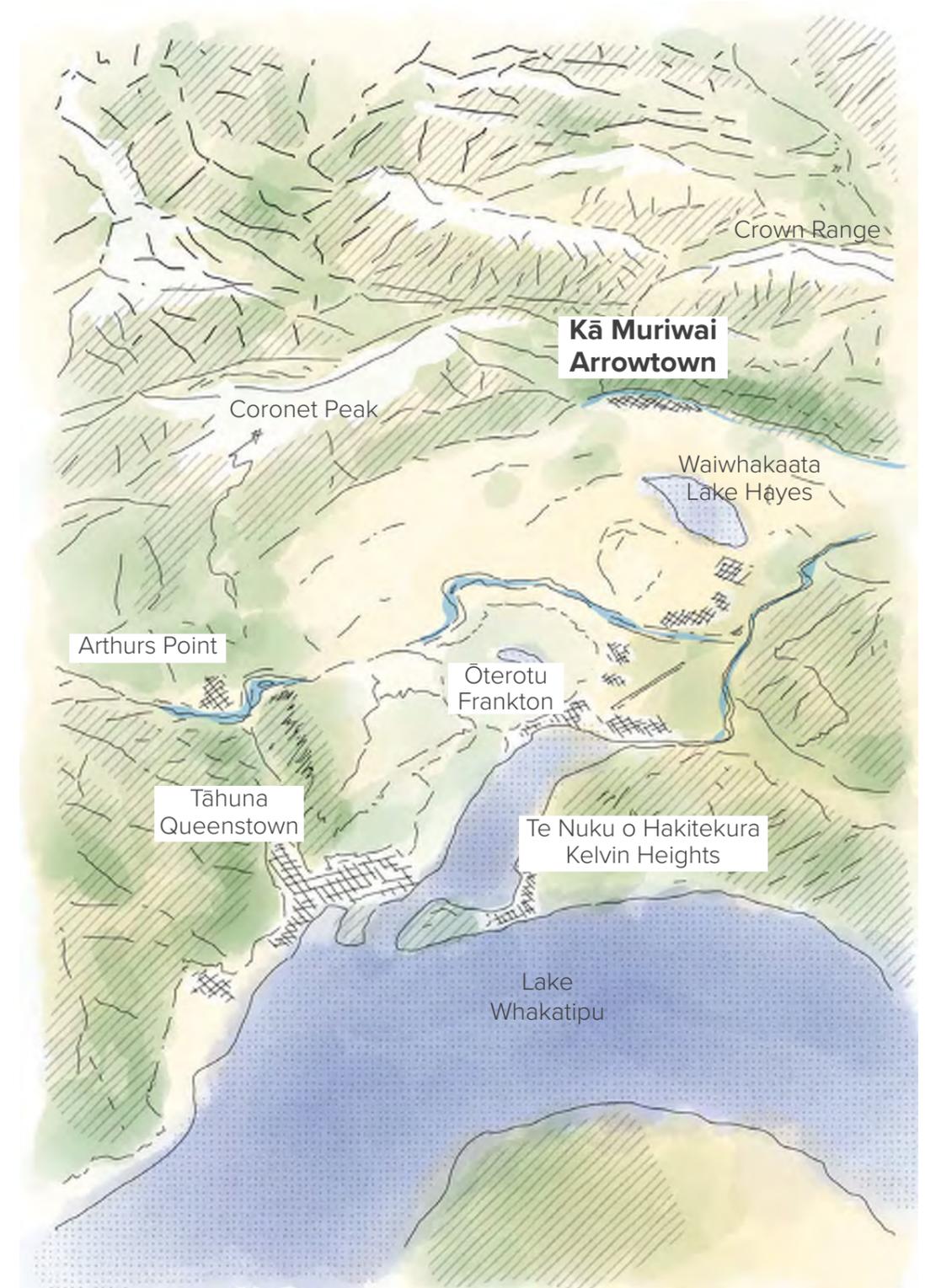


Illustration of Whakatipu Basin

# 1.3 BACKGROUND

## 1.3.1 Historic Context

Iwi including Kāti Māmoe, Waitaha and Ngāi Tahu used the Arrowtown / Kā Muriwai and Queenstown / Tāhuna area for hunting native bird species such as moa and weka to supplement their majority seafood diet. The area was also used by Ngāi Tahu as a transport route from the coast to the mountain ranges in order to collect pounamu (greenstone) from alpine streams.

In the mid 1800s following the influx of European settlers to the area new travel routes were established into the basin. In 1862 the discovery of gold in the Arrow River turned the tent settlement of Fox's, which became known as Arrowtown into a thriving township. Over the next decade the town became a hive of activity, attracting workers from Australia, California and China. The introduction of tax on gold in the early 1870s brought about the sudden decline of mining in the region.

As mining activity decreased, pastoral farming took root in the surrounding region, with Arrowtown continuing to serve as a hub for local farmers. The town's remote location and limited access meant that new development pressures were minimal, allowing many of the original buildings and features to be preserved.

Tourism has long been part of the wider Whakatipu region, but it was not until the late 1940s when cribs began to be established and Kiwi families started to spend their summer holidays in Arrowtown that it became a notable holiday destination. From the late 1970s onwards, the town experienced growth driven by an increasing shift from the 'cribbie' culture towards permanent tourism and its appeal as a family holiday spot.

The shift towards permanent residency began in the late 1980s and continues alongside rising visitor numbers today.



Shearer Jack Tewa Discovers Gold, 1862. Photo Arrowtown.com



Arrowtown Autumn Festival, 1985. Photo Arrowtown.com

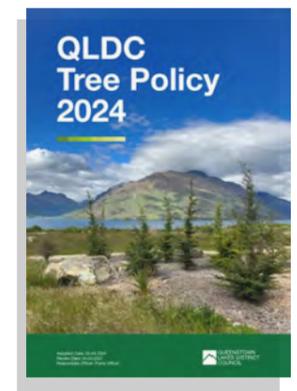
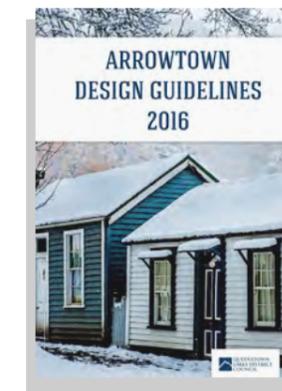
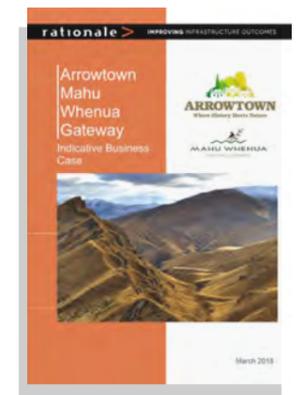
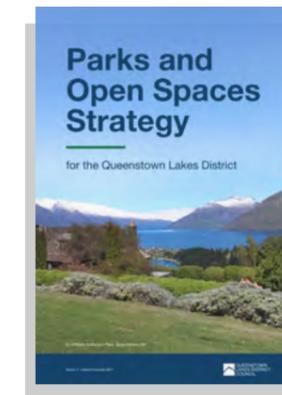


Motatapu Adventure Race Finish on Wilcox Green  
Photo motatapu.com

## 1.3.2 Guiding Documents

A review of background documentation has been undertaken to identify existing relevant design influences on the Arrowtown Riverside Reserves development plan. They include the following;

1. **Arrowtown Community Visioning (2017 + 2022)**
  - Provides a long-term vision (30+yrs) for Arrowtown, and objectives and recommendations towards achieving the vision.
2. **Arrowtown - Lake Hayes Reserve Management Plan (2013)**
  - Provides objectives and policy for the reserves along the Arrow River.
3. **Parks and Open Spaces Strategy (2021)**
  - Provides goals and guiding principles for designing passive and active recreation spaces in the district.
4. **Arrowtown Mahu Whenua Gateway (2018)**
  - Provides background on the adjoining Mahu Whenua covenant and the connection to the back country.
  - Detailed business case for enhancing tourism, recreational, educational and ecological outcomes.
  - Identifies the need for a gateway bridge across Bush Creek.
5. **Arrowtown Design Guidelines 2016 (2018)**
  - Provides guidance on approach to design and materials within the township. **"Retain the river reserves sense of 'timelessness and naturalness', drawing on the character and historical elements."**
6. **QLDC Tree Policy 2024 (2024)**
  - Provides guidance and obligations with regards tree protection, maintenance, removal and replacement.
7. **QLDC Creativity, Culture and Heritage Strategy**



## 1.4 SITE CONTEXT

The reserve is approximately 20.5ha and is located in the narrow margin of Arrowtown between the township, the Arrow River / Haehaenui and Tobins face hillside. The boundaries of the reserve are clearly defined by these landforms.

The reserve is a five minute walk from Arrowtown town centre to the main Buckingham Street car park and access to the wider trail network. The south east corner of the reserve is approximately 35 minutes walking from the centre of town. There are accesses from the neighbouring streets into the reserve along its entire length.

The topography within the reserve varies from north to south, but most notably there is significant level change between the town centre and the reserve, resulting in stepped accesses from Buckingham Street to the reserve.

The historic Arrowtown Chinese Settlement is a popular Department of Conversation tourist attraction that is accessed via the reserve. It was established during the Otago gold rush and provides a glimpse into the lives of Chinese miners who arrived in the area in the late 1860s. The settlement has been partially restored, offering visitors a chance to learn about this important chapter in Arrowtown's history.

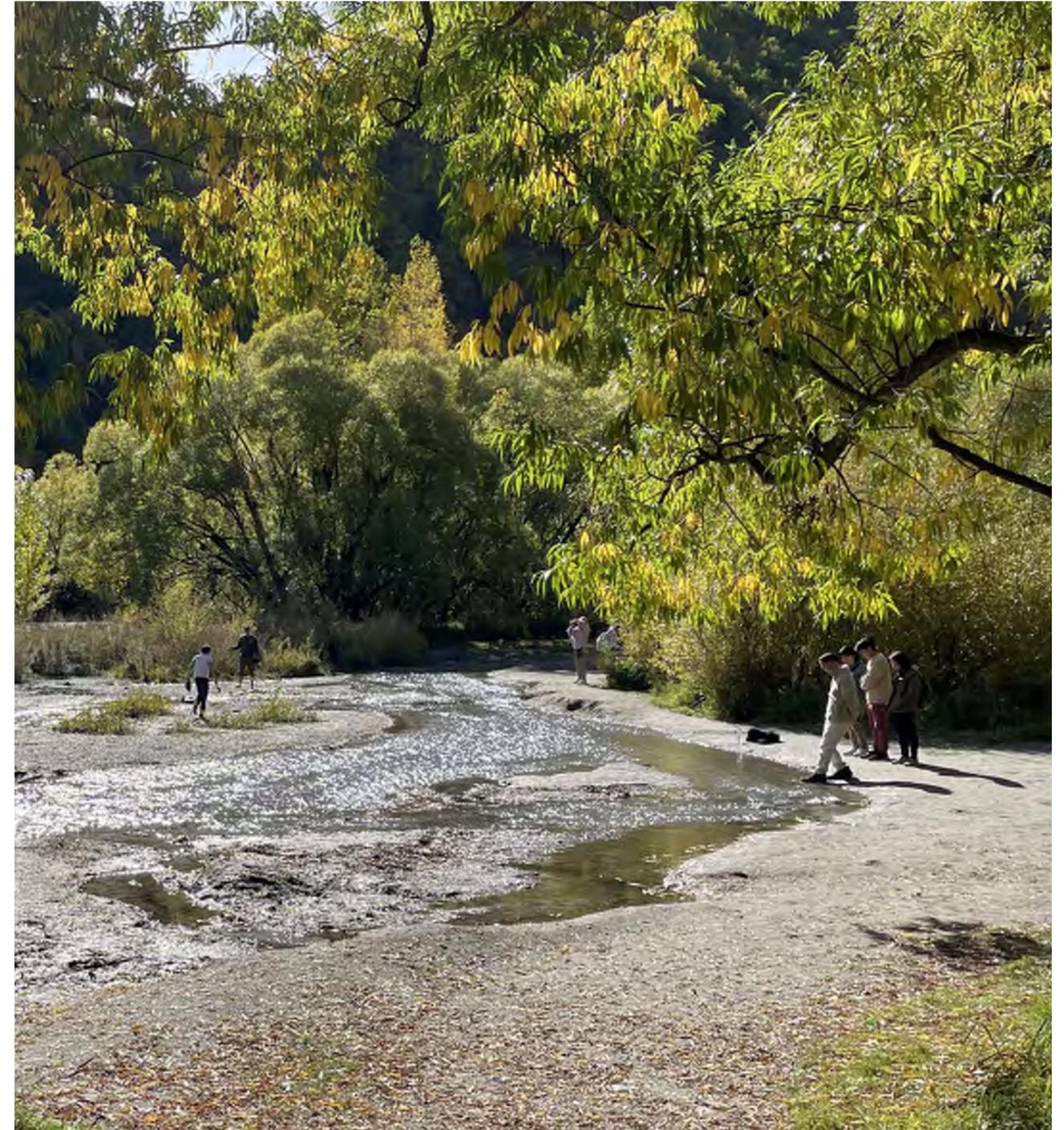
The reserve is a popular destination for recreational use. A network of walking and cycling trails as well as backcountry 4WD access brings people to the reserve year round. The reserve also includes a pump track, skate park and a number of open passive recreation spaces.

The reserve is largely lined with exotic large tree species such as willows, oaks, sycamores, rowans, and cork elms. This vegetation cover provides seasonal interest that attracts tourists from all over the globe. The Arrowtown Autumn Festival, held towards the end of April, attracts many visitors to witness the stunning display.

Willows were planted many years ago to stabilise the river bank but with age have become a safety concern. Council and community efforts have been made recently to introduce more native species in clearings and in replacement of damaged and failing exotic species. The spread of wilding pines is a significant environmental issue for Arrowtown also.

The internationally recognised hike Te Araroa (the long pathway), which runs the full length of the country and attracts walkers from all around the globe, goes through the reserve at the northern end and leads walkers into the town centre.

The reserve is also known as the start / finish location for a number of significant adventure races.



Arrow River, April 2025 . Photo Beca

# 1.5 SITE ANALYSIS SITE PLAN

## Issues / Constraints:

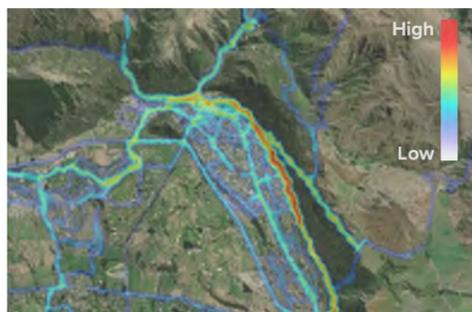
- Long linear site - narrow in some places
- Winter shade
- Flood risk to lower terraces
- Visitor numbers
- Crack willow
- Wilding exotic trees
- Lack of Ngāi Tahu cultural narrative about the area

## Qualities:

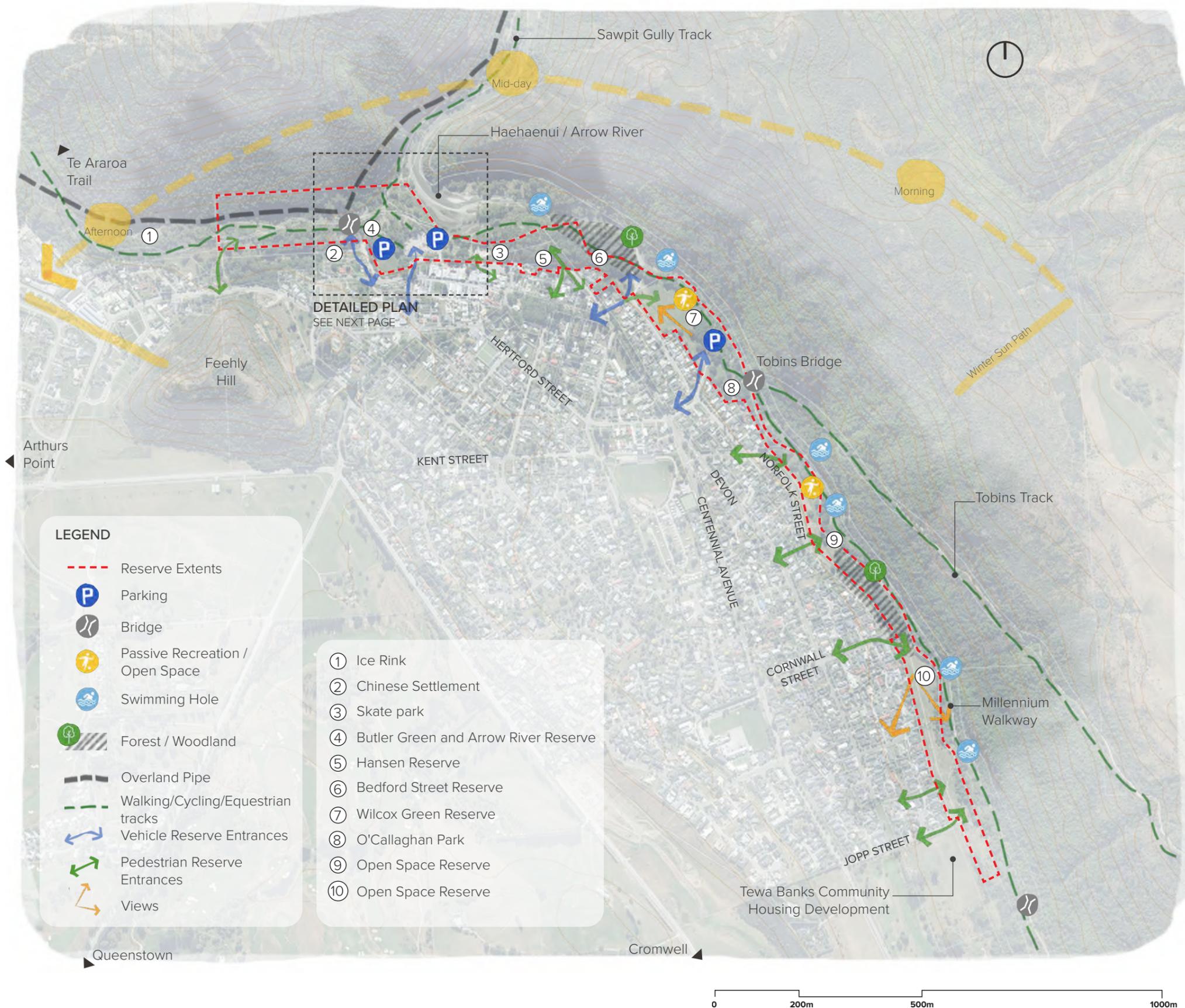
- Established native and exotic vegetation along riverbank
- Landscape character values - Autumn colours are world famous
- River and backcountry connections
- Historic and heritage values
- Existing trail network
- Sheltered environment

## Opportunities:

- Successional tree planting to replace wilding and invasive exotics and reduce willow creep
- Enhance swimming holes using natural materials - water access and seating
- Upgraded trail network that considers all users and reduces risk of conflicts
- Increased educational awareness of Ngāi Tahu cultural narrative through wayfinding and signage
- Enhance historic heritage values
- Improvement of water quality (QLDC Blue Green Network Plan)



Strava.com Heat map Showing Weekly Walking and Cycling Circulation in the area. July 2025



# 1.5 SITE ANALYSIS DETAILED PLAN

## Issues / Constraints:

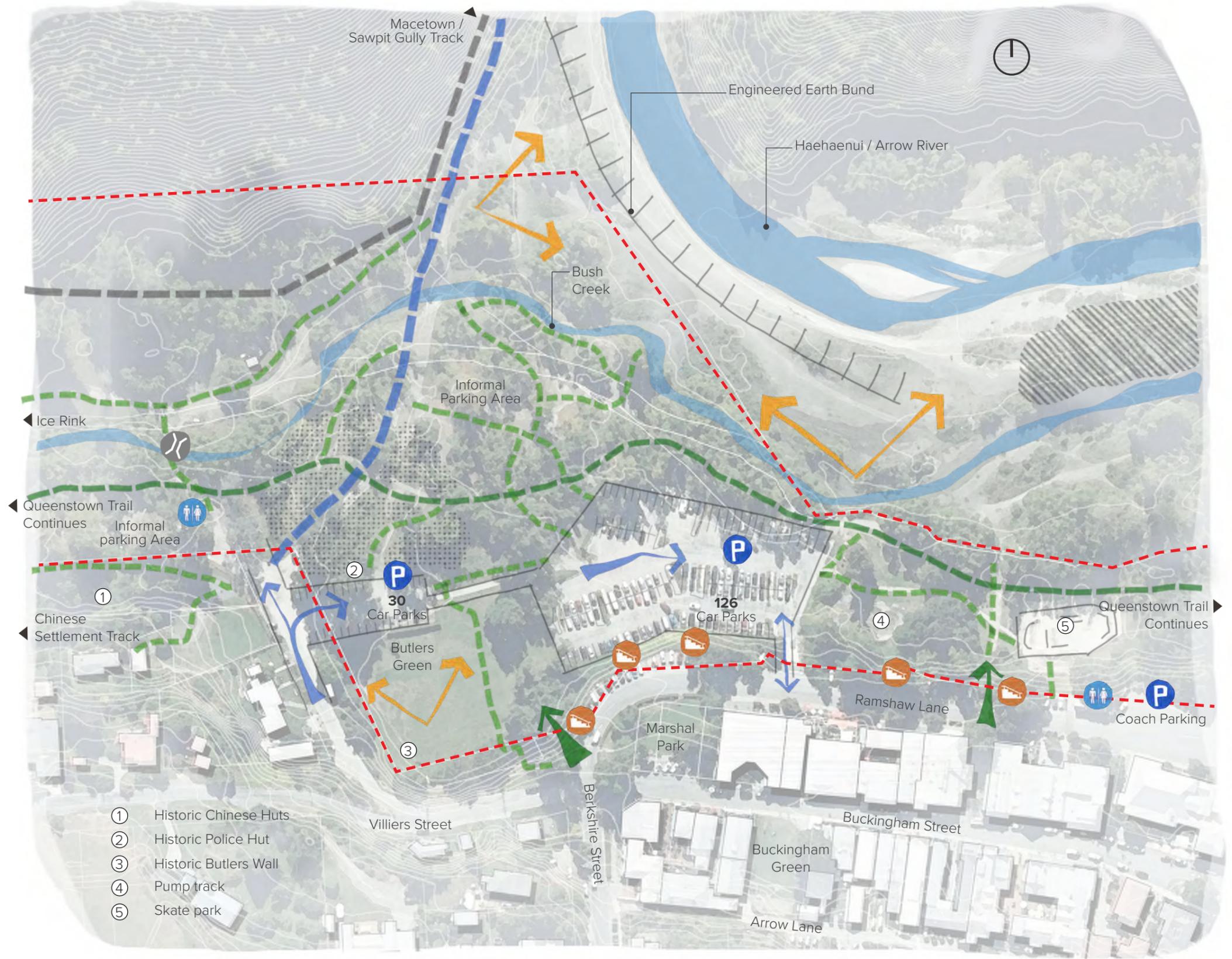
- Informal parking pushes vehicle area into the reserve
- Lack of wayfinding elements directing visitors to key areas of reserve
- Disconnect between the town and the river
- Heritage assets marginalised - poor access

## Opportunities:

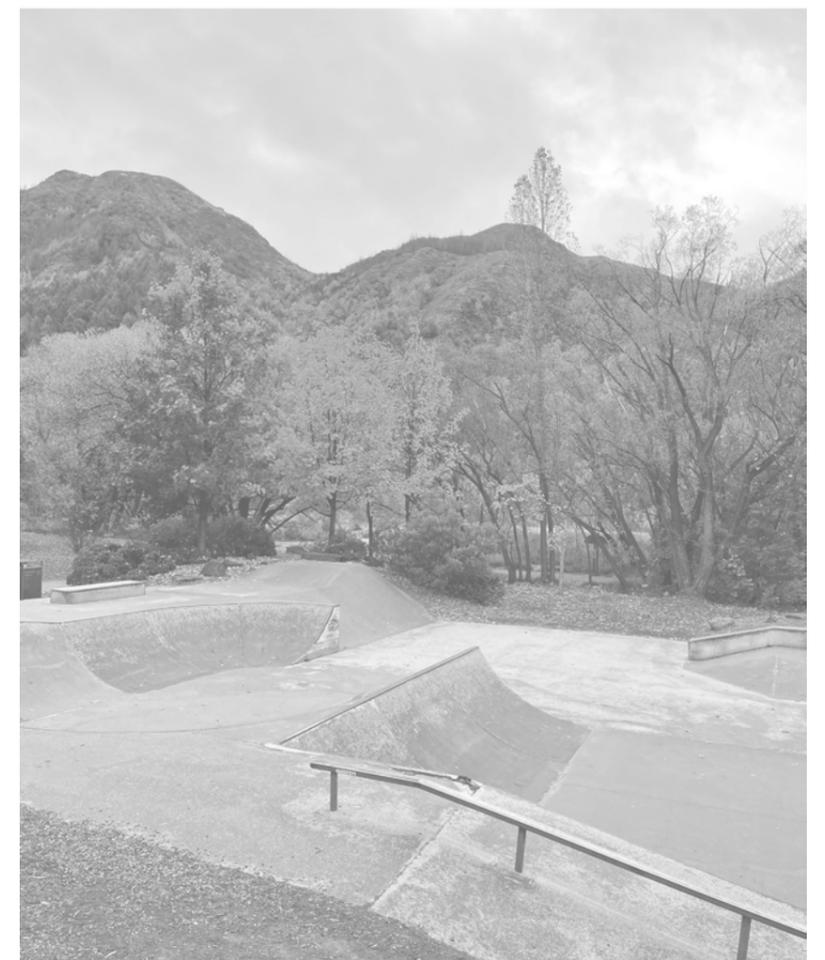
- Singular arrival hub
- Visual and physical connections between town and river
- Wayfinding strategy for all user groups
- Gateway bridge to the Mahu Whenua back country
- Prevent further car park creep - increase formalised parking
- Restore and utilise the reserve for active and passive recreation
- Clear deadwood and thin out woodland areas to increase light and views
- Successional tree planting

## LEGEND

- - - Project Extents
- - - Overland Pipe
- - - 4WD Track
- - - Queenstown Trail
- - - Paths and Trails
- ↔ Vehicle Site Access and Movement
- ↔ Walking / Cycling Site Access
- ↔ Views
- Restoration Planting Areas
- Dense Willow Forest
- P Parking
- ♂ ♀ Public Toilets
- ⌒ Bridge
- ⬆ Stair Access



# 1.6 SITE PHOTOS



Site photos, February and April 2025. Photos Beca

## 2.1 OVERARCHING STRATEGIES

The reserve has two QLDC overarching strategies that create a foundation for the development of the reserve, the 'Parks and Open Spaces Strategy' (2021) and the 'Arrowtown - Lake Hayes Reserve Management Plan' (2013).

In addition to these the 'Draft Blue Green Network Plan' (2025) outlines a strategic approach to managing, protecting, and connecting parks (green) and waterways (blue) across the district's high-growth areas.

These documents set out a clear vision and provide principles and objectives for the development of reserves under QLDC management, as well as specific policies for the Arrowtown Riverside Reserves.

### Parks and Open Spaces Strategy, relevant objectives:

- Our parks and reserves are diverse, multipurpose and provide for communities, mana whenua and visitor
- Open spaces are well designed, accessible and valued
- We are able to plan for and accommodate growth
- Open spaces are treasured and protected
- Open spaces contribute to enhanced biodiversity, improved water quality and reduced Green House Gas emissions.

Within this document the reserves within the Arrowtown Riverside Reserves are classified as both 'Community' and 'Local' parks, which remains an accurate classification.

### Arrowtown - Lake Hayes Reserve Management Plan Vision:

*"For the purpose of providing areas for recreation and sporting activities and the physical welfare and enjoyment of the public, and for the protection of the natural environment and beauty of the countryside, with emphasis on the retention of the open spaces and on outdoor recreational activities, including recreational tracks in the countryside"*

### Relevant objectives:

- Manage and maintain the reserves as recreational areas for the enjoyment of residents and visitors.
- Encourage and facilitate the use of the reserves for both active and passive recreational pursuits.

- Encourage pedestrian and cycle access through reserves.
- Recognise the unique character and historic nature of Arrowtown and reflect this in the design, maintenance and management of the parks and reserves in Arrowtown.
- Provide for other public use and events, to the extent that the above objectives are not compromised.

### Draft Blue Green Network Plan

The QLDC Blue Green Network Plan aims to minimise fragmentation of ecosystems, proactively identify space for water, improve community wellbeing, enhance biodiversity, strengthen cultural connections to place, increase community resilience, and provide for recreation, sport and social opportunities.

The document identifies values and principles for protecting and integrating natural systems and environments into the ongoing planning and development of the Queenstown Lakes District urban areas and settlements.

- **Mana O Te Wai** - Involves prioritising Wai/water as the foundation of healthy and functioning environments and communities
- **Woven into the context** - Recognising the interconnectedness of natural environment systems
- **Coexistence of nature and people** - Planning and managing spaces and workprogrammes to deliver multiple outcomes benefits both nature and people
- **Connecting people and place** - The importance of protecting and providing access to natural environments and outdoor recreation space within and around urban settlements is recognised.
- **Fit for purpose and well serviced** - Public open spaces, sport and recreation facilities, and trail networks are key components of urban environments and settlements that enable multiple outcomes to be delivered from the same area of land – provided they are well thought out (at a landscape and network scale), well located, large enough, well designed and carefully managed

### KAI TAHU VALUES

The following values have been adopted from the QLDC Blue Green Network Plan, September 2025;

#### Ki Uta Ki Tai

Ki Uta Ki Tai is a Kāi Tahu natural resource management philosophy recognising that everything is connected and must be managed as such. Ki Uta Ki Tai reflects that mana whenua belong to the environment and are only borrowing the resources from generations that are yet to come.

#### Ahi Kā Roa

Recognise Kāi Tahu presence and the importance of the area to their associations, practices and cultural ecological systems as a community who shaped, managed, and relied on te taiao across much of these ancestral lands, wāhi tūpuna.

#### Ira Atua Tangata Atua

Ira Atua and Tangata Atua are cultural constructs that recognise the act of ordering whakapapa and are embedded in how Kāi Tahu engage with their environment. It considers what is held within a landscape and what is appropriate at place. A landscape holds and exerts many things in different ways, including whakapapa, mana, kawa, tikanga, mātauranga, identity, connections, practices, history, values and guide what is appropriate.

#### Mauri

Mauri can be defined as the life principle, life supporting capacity, or life force present in all things. Protecting the mauri of a resource is the fundamental management principle for Māori. Mana whenua treasure the mauri of freshwater and other resources, and experience cultural offence and distress when that mauri is degraded.

#### Wairua

Kāi Tahu whānau use different ways to feel spiritually connected with their takiwā. For example, gathering kai with whānau at a traditional fishing place, they know was named by their tūpuna and utilised by successive generations of their whānau, is one way. Conversely being denied these opportunities through physical constraints

### Mahika Kai

Mahinga kai is about mahi ngā kai – it is about places, ways of doing things, and resources that sustain the people. Mahinga kai is considered by Kāi Tahu to be, in today's language, the principal 'environmental indicator' in natural systems. If mahinga kai is not present, is unsafe or unable to be harvested, then that natural system is under stress and requires remedial action. Mahinga kai practices rely on thriving and abundant biodiversity, safe and aesthetically pleasing places to practice, and the active transfer of knowledge between people. Biodiversity and aesthetics are dependent on the sustainable management of many other natural resources in the takiwā, especially water bodies.

### Access

Importance to provide access to mahinga kai, practices, and other associations. The QLDC area includes many Te Ara Tawhito/ancient trails which traverse and move up and down the district area providing safe and known access routes to places, resources, and practices.

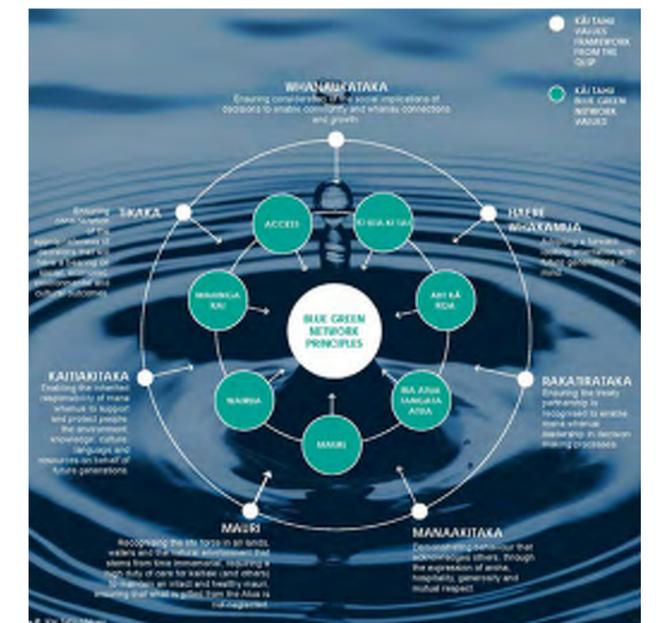


Figure 02: Kai Tahu Values Diagram From 'Draft Blue Green Network (September 2025)'

## 2.2 PROCESS

### ENGAGEMENT FEEDBACK

#### WHO WE ENGAGED WITH

- Arrowtown Village Association
- Arrowtown Promotion and Business Association
- Arrowtown Choppers
- Aukaha
- Te Ao Mārama Inc. (TAMI)
- Queenstown Trails Trust
- QLDC Arrowtown-Kawarau Ward Councilors
- Arrowtown Planning Advisory Group
- Community via. Let's Talk page, drop in sessions and online submissions

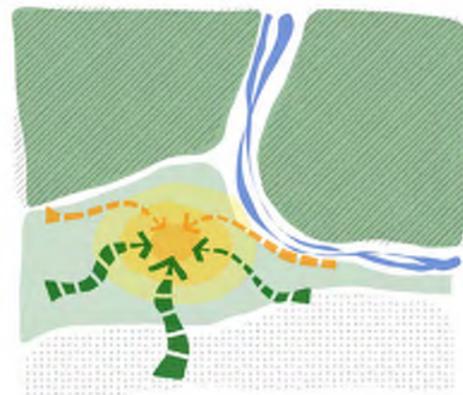
#### KEY MOVES

A series of key moves and cultural values were identified through the engagement process that have informed the development of the reserve. Together, they provide a cohesive spatial framework for the development, enhancement, and use of the park while preserving its unique character.



#### CIRCULATION

- Fluid and inviting connections between the town, the reserve, the river and the back country
- Hierarchy of trails to accommodate all users and reduce conflicts. Refer section 4.3 for movement diagram
- Provide new cycle trail from Wilcox Green to Jopp Street to reduce congestion on the riverside track
- Upgrade right turn into Buckingham Street car park at corner of Butlers Green to be the primary direction of travel
- Realignment of 4WD track across Bush Creek, avoiding key pedestrian areas
- Delineation of 4WD, cycling, walking and horse riding trails to ensure safer travel throughout site
- Wayfinding elements at key intersections within site to provide guidance on connectivity to the key reserve features and the wider context
- Increased water access for all users



#### HUB

- Arrival hub at the historic police hut to act as an inviting gateway to the wider reserve network
- Arrival hub and police hut is visible for visitors entering town. Users know this is where to get information before venturing into the reserve
- Upgraded paving and street furniture that provide visual queue / sense of arrival. To include benches, bike stands, bins, drinking fountain. Whilst ensuring the historic heritage values of the police hut are retained
- Primary location for historic and environmental information and wayfinding
- Open grassland area at the site of the existing overflow car park - picnic seating and deciduous shade trees
- Connection to the Mahu Whenua gateway bridge across Bush Creek
- New toilet block
- Safety lighting
- Feature lighting of historic police hut



#### PARKING

- Contain overflow parking area and reclaim reserve space for passive and active recreation
- Reduce car parks at the front of the historic police hut, increasing visibility on arrival
- Drop off area at the base of Buckingham Street (corner of Butlers Green)
- Clear distinction between vehicle and pedestrian areas
- Safe circulation routes across car parks for pedestrian users
- Retain parking at Chinese Settlement, accessed off the realigned 4WD track
- Promote one way travel within car park to reduce conflicts



#### VEGETATION

- Management of established vegetation. Removal of compromised trees and weeds to trails and river banks
- Successional planting to open space and woodland areas
- Groundcover planting to define trail heads, reinforce desired circulation and restrict vehicle access
- Clearing pockets within woodland areas to increase access and visual connections from town to river
- Mixture of new planting types. Exotic deciduous non seeding species which contribute to seasonal colours. Native species to enhance biodiversity

# 3.1 CONCEPT PLAN

## LEGEND

- - - Reserve Extent
- Existing Trail
- 4WD Road
- Queenstown Trail / Tobins Track
- Reserve Connection Trail
- - - Meandering Trail
- Cycle Priority Trail
- Grassed Recreational Space
- Existing Reserve Vegetation
- Proposed Vegetation
- Invasive vegetation Species Removal / Successional Planting
- P Parking  
Contain parking area using natural landscape solutions and wheel Stops
- ♿ Proposed Toilet Block  
Provide a toilet block in this location.
- 🏊 River Swimming Spot  
Provide access to river swim location. Provide furniture for users
- 🚲 Open Recreation Space  
Maintain area for open recreation. Define borders to deter vehicle entry
- ⚓ Wayfinding  
Provide wayfinding elements to direct the various users around site
- 🍷 Picnic Area  
Provide picnic tables in this location
- 🐎 Horse Trailer Parking  
Provide space for horse float turning circle and parking area, to include hitching rails and mounting bocks
- ① Arrival Hub (Historic Police Hut)
- ② Mahu Whenu Gateway Bridge



### 3.2 DETAILED PLAN

LEGEND

- - - Reserve Extent
  - Existing Trail
  - 4WD Road
  - Queenstown Trail / Tobins Track
  - Reserve Connection trails
  - Meandering Trail
  - Cycle Priority Trail
  - Grassed Open Recreational Space
  - Existing Reserve Vegetation
  - Proposed Low Vegetation
  - Invasive Species Removal / Successional Planting
  - ➔ Tree Removals - Visual Connection
  - Y New Pedestrian Footbridge
  - ♿ Existing Toilet Block
  - ♿ Proposed Toilet Block
  - + Wayfinding Element
  - P Car park
  - A Picnic Table
- ① Mahu Whenua Gateway Bridge
  - ② Open Picnic / Recreation Space
  - ③ Arrival Hub
  - ④ Contain Overflow Parking Area
  - ⑤ Upgrade Existing Pump track
  - ⑥ Upgrade Existing Skate park

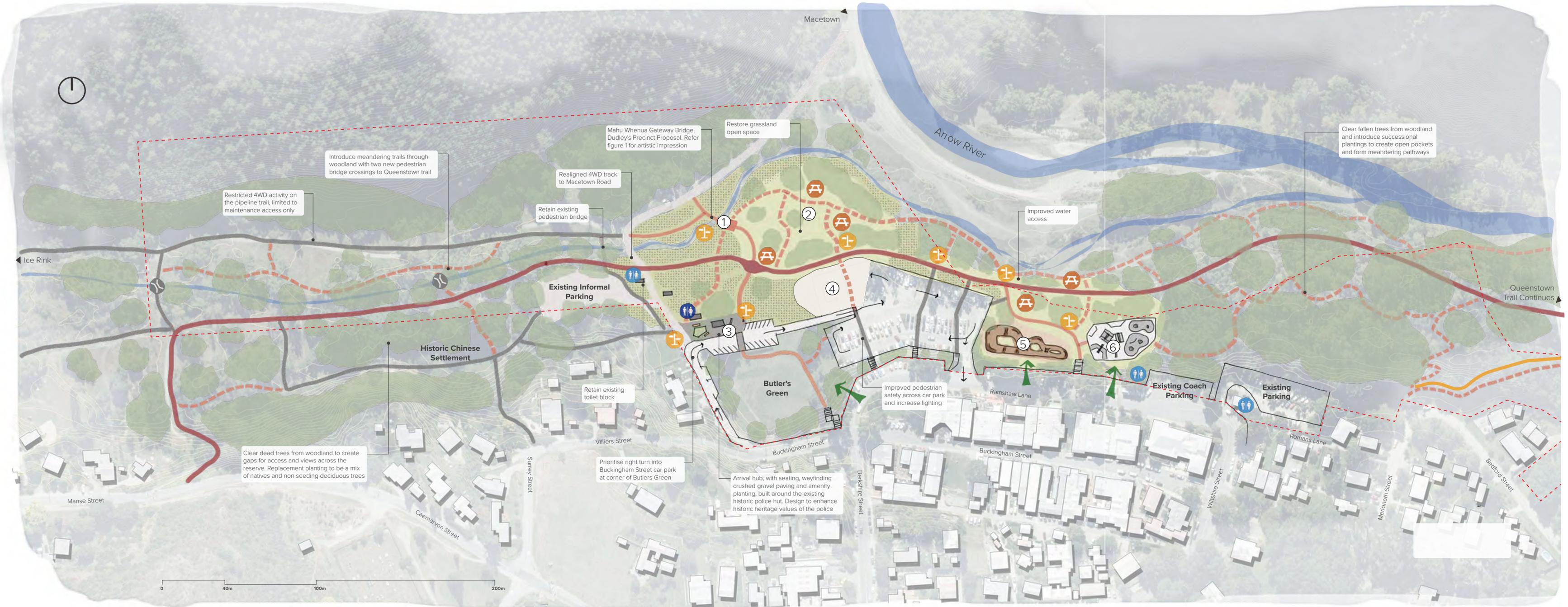


Figure 01: Baxter Design's Dudleys Precinct Proposal. Mahu Whenua Gateway Bridge artistic impression.

# 3.3 SKETCH PERSPECTIVES

## Perspective 01

View of arrival hub looking north into river reserve



## Precedents



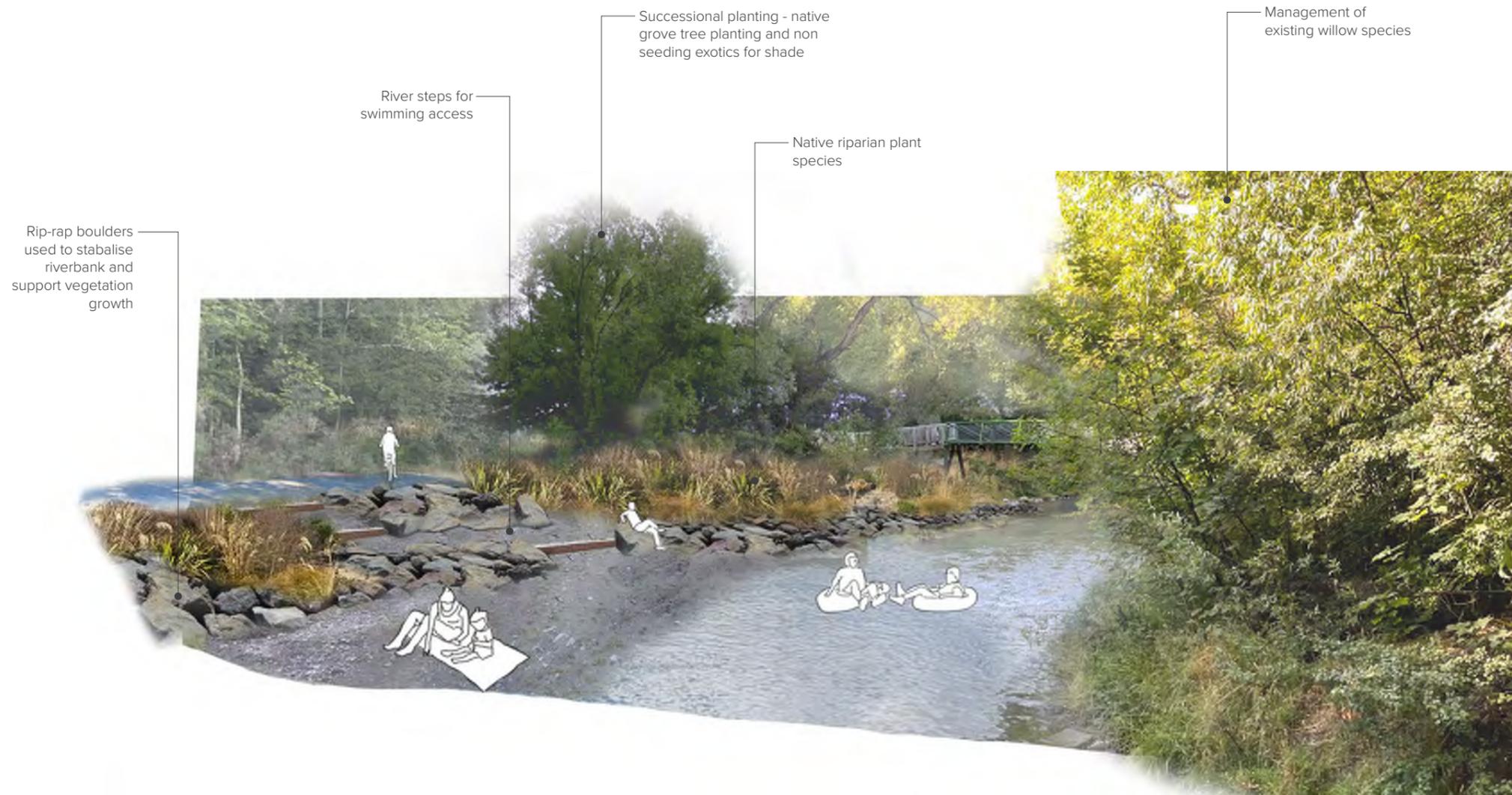
## Indicative Location



# 3.3 SKETCH PERSPECTIVES

## Perspective 02

View Queenstown trail looking across the Arrow River at river steps / swimming hole



## Precedents



## Indicative Location



# 4.1 VEGETATION MANAGEMENT

## PLANTING PHILOSOPHY

The overall landscape planting strategy aims to restore and enhance the underlying landscape patterns and processes of the site while being sympathetic to the existing landscape character and seasonal colours.

The design aims to provide;

- An arrival experience that displays seasonal interest using a mix of deciduous trees and native understory planting
- Open grassland areas that contain a mix of mown and meadow grasses
- Pockets of native understory planting that delineate space and open up areas of woodland and limit future creep of invasive species
- Native riparian planting that enhances sense of place, recreational user experience and river health
- CPTED passive surveillance principles considered in planting design and species selection

## REMOVALS AND MANAGEMENT

There are a number of areas of existing vegetation highlighted for removal as part of this development plan. These include areas of crack willow to the southern end of the park and other areas of exotic woodland to the central and northern end of the reserve.

The development of a long term vegetation management plan is recommended to carry out removals, successional replacements and ongoing maintenance over time. Trials in localised areas should inform the methodology.

**TREES**  
( — Exotic species)



*Aristotelia serrata*  
Wineberry



*Coprosma sp.*  
mix



*Fucospora sp.*  
Mountain & Red Beech



*Hebe salicifolia*  
Koromiko



*Hoheria sp.*  
Lacebark



*Metrosideros umbellata*  
Southern rata



*Oleria sp.*  
varies



*Pittosporum tenuifolium*  
Black matipo



*Plagianthus regius*  
Manatu, Ribbonwood



*Podocarpus laetus*  
Totara



*Pseudopanax sp.*  
Lancewood



*Sophora microphylla*  
South Island Kowhai



*Acer sp.*  
Maple



*Liquidambar sp.*  
Sweetgums



*Prunus sp.*  
Flowering Cherry



*Salix sp.*  
Willow (non Invasive)



*Ulmus sp.*  
Maple



*Quercus sp.*  
Oak

## GRASSES AND SHRUBS



*Austroderia richardii*  
Toe toe



*Hebe sp.*  
Varies



*Tussock sp.*  
Tussock



*Coprosma acerosa 'Hawea'*  
Groundcover coprosma

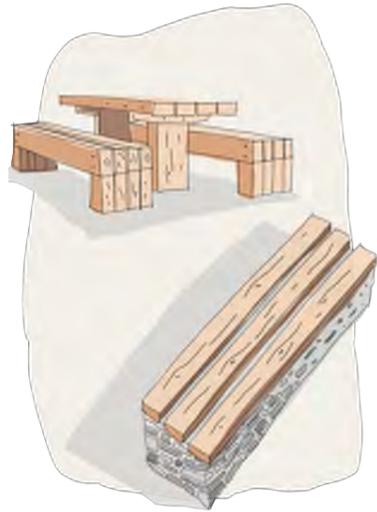


*Phormium sp.*  
NZ Flax



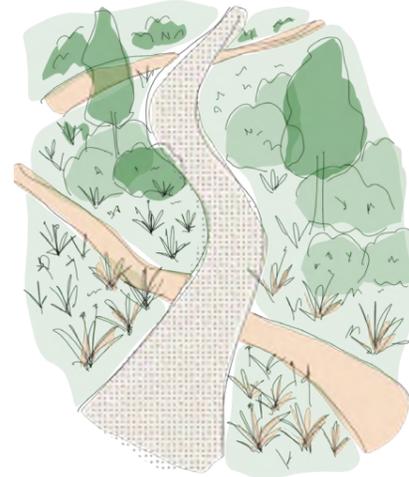
Meadow grasses

## 4.2 MATERIALITY AND WAYFINDING



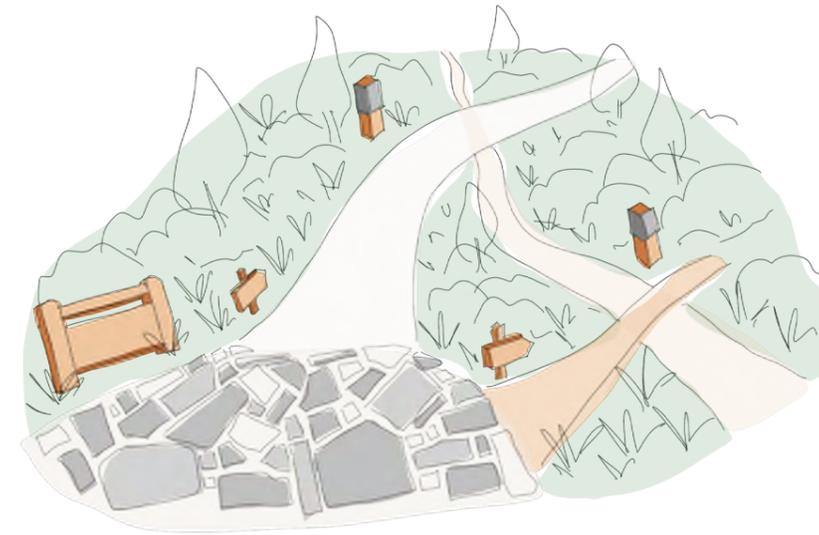
### FURNITURE

- Furniture material choice to reflect historic context of Arrowtown.
- Furniture to include: picnic tables, bench seating, dog and waste bins, drinking fountains, cycle racks, cycle pump and repair stations.
- Materials to consider include: reclaimed hardwood timbers, corten steel and schist rock. (Proprietary products rather than bespoke preferred)



### MOVEMENT

- Consider delineation between path types using a variety of materials.
- Materials are indicative of the area and readily available.
- Wayfinding element at key junctions.
- Materials to consider include: Crazy pave schist rock, Exposed aggregate, Aggrok and Crusherdust.
- Heritage New Zealand to be considered prior to any new trail construction



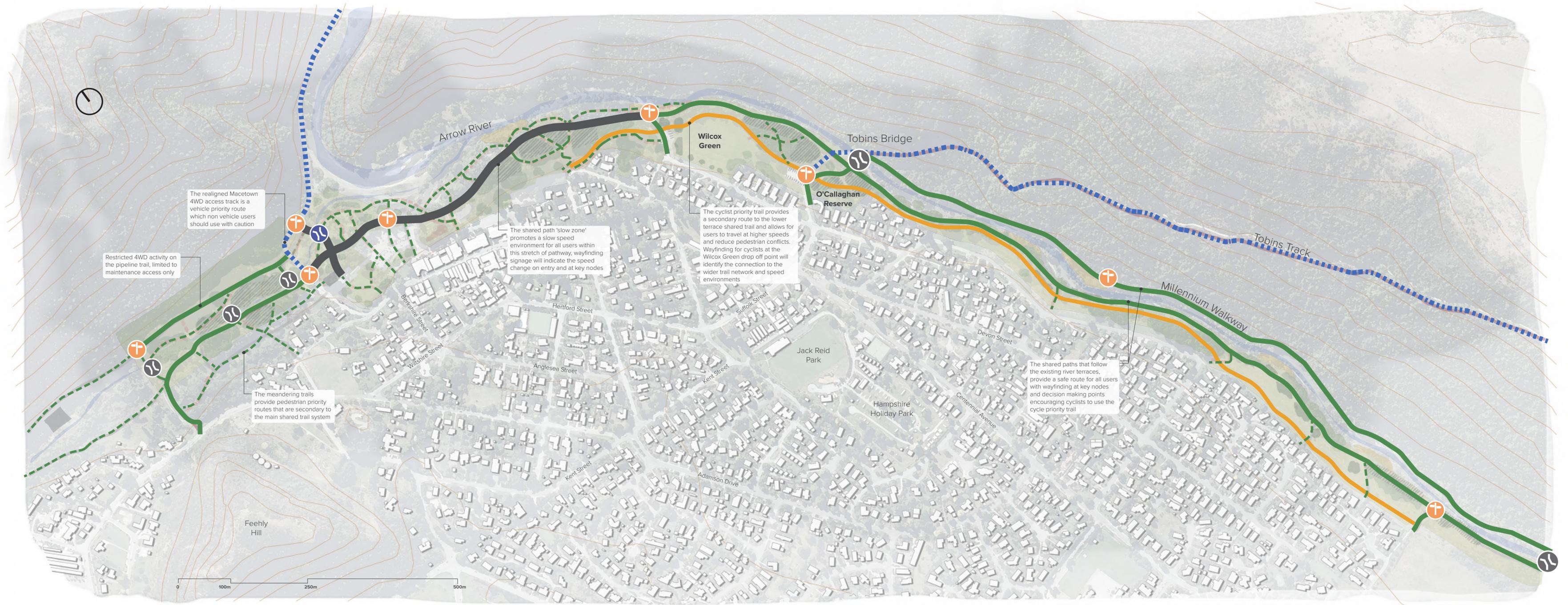
### WAYFINDING / SIGNAGE

- An audit of existing wayfinding and signage in the reserve to be carried out to gain an understanding of the types, styles and condition of signage in the reserve.
- Wayfinding / signage to include educational information relating to Ngaī Tahu cultural narrative
- All dated and poor condition signage to be removed.
- New wayfinding and information boards to be installed at the proposed arrivals hub.
- Wayfinding and signage to be in accordance with QLDC signage guidance.
- Whakatipu Active Travel Network Signage guideline principles to inform design: Connection, Consistent, Visible, Legible, Language and Continuity.
- Types of signage include: local connections, large plinths, barrier bollards, distance markers and directional bollards.

# 4.3 MOVEMENT DIAGRAM

## LEGEND

-  4WD - Cyclist and Pedestrians Take Caution
-  Shared Path 'Slow Zone'
-  Shared Path
-  Pedestrian Priority Trail
-  Cyclist Priority Trail
-  Pedestrian Bridge with Wayfinding Indicating Movement Hierarchy
-  Mahu Whenua Gateway Bridge
-  Wayfinding Signage Indicating Movement Hierarchy



# Attachment B: Arrowtown River Reserves Development Plan Community Feedback (Let's Talk)

Your name	Organisation (please include if submitting on behalf of)	I understand that all feedback will be treated as public information.	Do you support the overall concept development plan for Arrowtown Riverside Reserves?	What do you think we got right?	What do you think we got wrong or is missing?	Do you have any further comments?
Justin Hamilton		I understand	No	Removal of dead trees, replanting and more seating areas.	Why are we trying to turn Arrowtown into Auckland? Surely you aren't proposing paved carparks. Most of this area has to be a flood zone for the river and the natural environment reflects that. It seems like the proposal is trying to tame this which will only lead to it being prone to storm damage. The area is very well used today but is also fit for purpose and is part of the charm of Arrowtown. Great to take out the dead willows, replant, introduce more seating and car parking. But the example sketch around the area of the Historic Police Hut (one of NZ's most iconic photo spots) now looks like Millbrook in your sketch. I can walk down to Millbrook in 15 minutes if I want to see landscape like this. People are attracted to Arrowtown for his historical and natural beauty not an architect designed and artistically created public space.	Scary to think that the council needs to produce a report like this (which would have been very expensive) and the report doesn't even explain what issue it is trying to solve! Lets just take out the dead willows, replant, introduce more seating and car parking without turning this into a curated environment.
Julie Scott	QLCHT	I understand	Yes	Incorporating the entire area below the Tewa Banks development into the reserve extent. Bathroom facilities at Jopp St end - great idea. Introduction of more native species as natural attraction of exotics occurs. Proposal to improve swimming holes and upgrade key trail areas.	More dog waste and poo bag dispensers could be offered, eg bottom of Tobins track and other popular access points.	We would love to see some natives such as flax planted in the reserve extent at the far end of the Tewa Banks development to offset Stormwater runoff from this development. Perhaps QLDC and QLCHT could work with Arrowtown Choppers to facilitate this? Could be more information for general public about predator work to the area and what is being done in this space, eg Arrowtown Backyard Trappers. Maybe could have some Love Queenstown donation boxes where users can make a donation to activities in the reserve. In general, great work - plan looks fantastic. The people of Arrowtown are lucky to have such a fantastic reserve on their back door.
Tim Toomey		I understand	Yes	Improving the area and making a feature of it, increasing usage is great. It's a special area that is worth maximising usage of for local ratepayers.	The river loop / millennium trail is an important place for young children to learn to ride. It's fair to say the trail can be pedestrian priority, but it should definitely not become something that cyclists are pushed off. I think it's a good idea to try and move e-bikers off it, as they are the ones that generally are traveling at higher speeds and in many cases are less experienced riders. This is something that could be managed by having a higher level trail running in the reserve above the river loop that the bike rental companies could channel riders onto.	It would be good to see some funding come from the businesses most benefitting from this work. E.g. bike hire companies and restaurants operating immediately adjacent to the improvements.
Eric Britt	new Zealand motor caravan association.	I understand	Yes			Have you considered certified self contained motor homes using these areas??they are spenders in your town!!!
Mark Williams	Queenstown Trails Trust	I understand	Neutral		1.The Movement diagram (4.3) regarding pedestrian priority sections indicated on the Countryside and Arrow River Bridge sections of the Great Ride creates some significant challenges - this is the alignment of the Queenstown Trail, and as such will continue to attract in excess of 200,000 cyclists per annum - and even more once the Kawarau Gorge opens. The alignment of the Queenstown Trail Great Ride crosses the Arrow to the true left at the Tobins Bridge, both for connectivity to Tobins Track (and the Heartland Ride to Wanaka), and leaving the True right for pedestrian priority - The Movement diagram (4.3) suggests a new high level track away from the river - which is not part of the Great Ride. QLDC Parks are already designing 2 new wider bridges which will better be able to accommodate walkers and cyclists as a shared pathway (but encourage cyclists to the true left as part of the Queenstown Trail alignment) 2.On the detailed plan, it seems odd that they have re-positioned the new bit of the Arrow River Bridges trail which was recently built around the perimeter of the carpark at Butlers Green back to where it was originally? A better solution would be to leave the trail where it is now, and create a pedestrian pathway on the old alignment if better separation is required? 3.There has been a lot of work done on the Bush Creek/Mahu Whenua Gateway bridge too, which seems to have been overlooked in this proposal. This is an essential link from the front country to the backcountry, linking the Queenstown Trail to the Mahu Whenua Trails and Coronet Loop at Butlers Green. We would like to see this area become a hub between the 2 trail networks, perhaps including a shelter, map boards and seating/bike racks. 4.The realignment of the Macetown 4wd track seems un-necessary and redundant, and actually cuts through this proposed gateway/hub area. There is significant work already underway to provide a managed access system to the Macetown Road, have the Shotover 4WD club been consulted on this plan?	
Tony Clearwater	Personal	I understand	Neutral	All the clearing of dead trees etc , and the planting of native trees	Don't love the extension of Hansen Carpark don't think it's required	Overall looks great though
Louise Boyle		I understand	Neutral		The proposed cycle trail on the reserve is much to close to existing houses that are on the reserve. A premium price has been paid to live on the reserve and the proposed means a huge lack of privacy and the noise and bike traffic will be very disruptive to the residents - put the cycle trail in but at the bottom of the reserve Not up where the houses are.	
David Wills		I understand	Neutral		I am nervous about having yet more car parking spaces leading to more tourism.	
Sam		I understand	Neutral	A plan for improved walking and recreation is always welcome, taking into account of course the old adage that if it ain't broke don't fix it, where applicable.	Car parks right by the river are probably not the best idea. There are cars everywhere and it's already stressful if you aren't actually in a car. And possible congestion is a concern. Also riverbank safety and noise. The river is what it is and it would be just as easy to park a little away from the river as right up next to it. Either way you have to get out and walk around. Have you considered runabouts from a better (not next to the river) parking location, taking people who can't walk so easily down to the river - eg chauffeured golf carts or a small train to keep the river from being an eyesore? Additionally, despite all the bins around the place (thanks you!) there's bound to be additional unwanted litter near picnicking cars.	
Michael hanna		I understand	Neutral	Tidy up of pretty much wasteland is a good thing	Extending car parks, counters QLDC actions plans and efforts to 1. Use bicycles 2. Use the public bus system 3. Manage the carbon footprint We do not need more cars in our village. We do not need to covert existing parks into car parks. Why do we need this special Maori gateway?	Just keep it simple, many ratepayers are already struggling after the ongoing rate increases, this project runs the risk of becoming another QLDC vanity project.
John and Marilyn McKinlay		I understand	Neutral			Yes. We own a property at [REDACTED] Street, Arrowtown. In looking at the concepts so far, it looks like there could be a cycle track put in, right on the boundary of our property. We are unable to attend the drop-in meeting tonight (Tuesday 26 August) in Arrowtown. However, we would really like to understand a bit more of the thinking about this project. So we therefore request that someone contact us for a discussion. A phone call would be good, or a TEAMS or ZOOM meeting even better. You have our email address above, or phone [REDACTED] Thanks
Fiona Garlick	Fiona Garlick Artist	I understand	Yes	Making the parking more organised in a natural way that goes with the environment	I think that having too many swimming holes landscaped as described will ruin the natural vibe of our river and the distinctive experience of our village and surroundings. Just like putting concrete footpaths in changes the vibe from Village to Suburb... landscaping all the natural swimming holes will urbanise our gorgeous natural river. One or two is fine. For the tourists who need to know that its "safe" and ok to swim. However the beauty of a childhood ( and adulthood) in Arrowtown is swimming in the river as it is...natural and beautiful and ever changing, and feeling like you have discovered your own special waterhole.	Lack of parking is a problem. Living where I do I see people cruising around looking for carparks constantly and then ending up parking badly and constantly using my driveway as a turn around. Any new carparks and extensions should be discreet and settled in the landscape. From experience that spot at the end of Merioneth can flood and be very muddy so would need to be done properly. And think about whether it is an entrance or an exit or both...
Cameron Martyn		I understand	Yes	some separation of peds and cyclists on the river path, better use of the green areas and improved access to the river corridor, moving 4WD crossing further south	why do we have to try and fit in more car parking with every iteration of Arrowtown planning? The number 4 bus service now finally connects Arrowtown directly to Queenstown Town Centre, visitors should be encouraged to use this and not access the historical Arrowtown centre by driving a rental car as close as possible, and often directly down Buckingham St (which clearly should be closed to through traffic) to find car parking. The informal parking area is a mess during summer and at times of high demand, formalising 50 more carparks down here will just increase car circulation and reinforce the perception that the only way to access town is via private vehicle. Why not ID a suitable park and ride area for visitors to park and either walk to town following the river trail, or catch the bus? Also, there is no need to cram in another 20 car parking spaces off the back of Hansen Reserve, and pedestrian access to Wilcox Green already exists here. To see the constant increase in car parking being prioritised when QLDC and Way2Go partners have a range of strategies to promote sustainable transport (including Better Ways to Go modeshift plan, and the carbon zero by 2030 regenerative tourism goal) is disappointing. Beca and QLDC need to rethink this.	on the access plan, what is the difference between a pedestrian priority pathway and a pedestrian priority 'slow zone'. How will the slow zone design elements differ without affecting safety? how will a slow zone be enforced? is the path wider? is the intent to slow down the increasing number of predominantly older visitors and locals riding too fast / slightly out of control on e-bikes? why are Tobins and the Arrow River tracks designated as 4WD priority, with pedestrians and cyclists taking caution? surely given the relative numbers of each and what we are trying to encourage this should be clearly communicated as being the other way around? 4WD's can stop and start and also show caution and consideration for other users. I'm disappointed in the level of implied priority to both parking of private vehicles (mostly rental cars) and 4WD's in the plan.
Cameron Martyn		I understand	Neutral		(this is my second submission - please add to earlier feedback) I have considered my earlier feedback and now feel even more strongly around the addition of 70 new car parking spaces within Arrowtown which is unfortunately a major component of this proposal. I accept there is informal parking in the area where 50 new car parking spaces are to be 'formalised' - but this is currently open space within the River environs, and given that formalising likely means sealing and marking this area for the exclusive car space, it is simply an incremental grab for more car storage in an area which should be more highly regarded and protected. The informal spaces are used at peak times, but 80% of the year there is enough parking in the existing sealed area. I would rather see the existing informal area closed off. In addition to the 20 new spaces in Hansen Reserve, an area that is currently green open space, there is a significant conversion of green community space being transferred to car parking which is not acceptable. Each car space represents approximately 30m <sup>2</sup> (car park plus circulation space), so around 2100m <sup>2</sup> is being lost, and given the cost of land in Arrowtown this carries not only financial, but also environmental and social costs. This needs to be more clearly communicated as part of the plan. There are other options for car parking management in Arrowtown, first and foremost instead of subsidising and providing free rental car parking through grabbing public space, why not implement a higher level of controls and parking charges - this seems a very basic first step which would be an effective parking management tool. Given I am a local transport planning professional I understand the constant pressure for more car parking, but the way it has been worked into this plan, the lack of clarity and transparency around how this is happening and the proposal in itself is not acceptable, and I will strongly oppose by whatever means I can. The plan is not consistent with local, regional or national policy guidance or direction, and should not have gone out for consultation in this way.	
Anna Sheen	Anna Sheen	I understand	No		Please allow access for horse riding. I have stayed in the area a number of times and the riverside reserve is ideal for horse riding.	
Alicia McBeth		I understand	Neutral		Horse Access. I couldn't see any of the trails identified as accessible on horseback. I enjoy seeing folks on horseback when I am in this area and I have enjoyed riding here myself. We are from Glenorchy travelling to join friends that regularly ride here would be appreciated.	Was there consultation with the local horse riding club? Seen horse riding has been around QT Lakes for ages, surely horse riding in this recreational area will be permitted? Yes or no?
Nicola Cameron-Small		I understand	Neutral	I like the pathway idea as it will make it better structured and less damage on the river bank.	There is no equestrian access? For years horses riders have come down and used this area. Where is float parking and horse friendly access?	There has been no consideration toward horse access and riding.
John Burrill		I understand	No	Outdoor Recreation	No horse riding access	All paths on public land should be shared use including horse riding
tracey wayer		I understand	No	I'm still scratching my head on this one.	It pretty much sounds like you are excluding horse riding as an allowed activity??	We have been losing trails to use left right and centre. Why are you excluding and not expanding the trails available to horse riders
Kathryn shaw		I understand	Neutral	Heritage looked after.	Butel Park was a horse trekking centre and I was a guide that took tourist through the Arrow River, up Tobins and Macetown. Although I understand it has got busier I think horse access is still important for local riders. The tourists love seeing horses by the river or at the Fork and Tap and take photos. Locals support the towns structure and we would love to be able to enjoy the area on our horses. Everything seems set up for tourists who are here on average a day.	
Brenda Reading	NZ Horse Network	I understand	Neutral	to develop it further	Macetown track, Tobin Track are all horse riding tracks, and in the plan you made no mention or allowance for horse riders, the parking safe of floats	include the horse riders, contact Riders of Otago Central https://ridersofcentralota.wixsite.com/tracks/macetown, they are also on facebook https://www.facebook.com/groups/1009873559159623/
Ashley Robb		I understand	Yes	Making spaces more beautiful and user friendly, native plantings	You have not included horse riding in the plan - please include this ever growing local hobby/sport in your plans. Continuing to support horse riders in the area will help grow the industry locally, and ensure that public outdoor spaces remain accessible for all. This is also essential for equine welfare in the region.  Also, will there still be pretty autumn colours on the hills around arrowtown?	
Lynne Moore		I understand	Yes	Improving inclusion and access to open spaces is an excellent focus	There is a total absence of provisions for horse riders in the draft plan despite currently enjoying the area.	Include horse riding, and where infrastructure permits also carriage driving. Simply including them in signage and allowing access is all that is required.
Melissa Thomson	Wanaka local	I understand	Neutral	Making tracks and areas available for walkers,cyclists etc	Horse riders	We are very careful and thoughtful about where we go and we are courteous and clean up our manure.
Sam Bell		I understand	Yes	More parking	Horse riding access and trailer parking (Wilcox Green)	Keep horse riding access
Maggie Ryan	N/A	I understand	Neutral	I think the concept of enhancing the areas natural features is a great idea. I also like that time is being taken to consider the public's opinion on this matter.	I think more rubbish bins should be put in place within the area to promote a clean and tidy space, as I'm noticing an increasing amount of rubbish on and around the trails, due to lack of appropriate rubbish disposal. I also think horse access to the appropriate trails should be considered during this process. Thankyou	N/A
Maddi		I understand	Neutral		Equine riding trails!!! Horses are historically part of Arrowtown. It's almost rude to not have riding trails and spaces for them in the new plan.	

Mj Spring	Self	I understand	Yes		Please allow horse riding in as many places as possible. They are therapy and gentle creatures. People love to come and pat them too. We have very minimal place to enjoy our rides these days.	
Kim Brandon	New Zealand citizen outdoors	I understand	Neutral	Outdoors is for everyone	Horse riding is for lots of us people it's our fun stress free pass time and our enjoyment of the outdoors in NZ. We want to be able to continue to be able to do that please.	Please don't rule out our four legged friends, they are our support animals
Mark Mawhinney		I understand	Yes	The proposed cycle path along the higher reserve. Leaving the natural feel Passifing the loop track to make it safer and more calm The short link tracks from streets to reserves and more toilets is great	Providing more parking in reserves, they should be for recreation , not parking Not sure about moving the Macetown Ford, the choppers planting would be impacted	Upgrading the surface of the loop trail. It is very worn and has had no gravel on it for many years
Nick Field		I understand	Yes	I feel the "Overview" and "Site Context" is well understood and articulated. The historical and current uses, as well as the pressures, challenges and need to align a future vision for gradual evolution of the river reserve. However, I don't feel this understanding is always fully realised in the concept plan itself. - Planting Philosophy. I think this is good. The correct mix of native planting while maintaining Arrowtown's desire for autumn colour and shade trees. A commitment to clear fallen and unstable willows would be welcome if there was intent to replace and replant. Native riparian plants on the river edge to stabilise the banks in the absence of willow, with a few deciduous exotics. The emphasis being on natives. While on the opposite side of the track, the emphasis on exotic planting with few natives interspersed to connect with the river planting. West to East - Meandering Trails, welcome the formation to meandering walking trails along bush creek and waters edge. Push wide access road to follow the pipeline, instead of deviating away. Free up land between Bush Creek and Pipeline/Access Road, for considered planting and nature trails. Additional Bush Creek trail crossings to aid the meandering trails and short return loops along Bush Creek are a good idea. - Clear dead trees along Chinese Settlement to reconnect the village with Bush Creek, enable more light through into the village. - Extensive of Ramshaw lane Parking area is welcomed and an idea I have personally championed. Squaring off the western end allows for better navigation of car park, provides efficient new spaces (circa 50) whilst allowing the under-utilised "overflow" area to be returned to natural space and connect through to Mahu Whenua Gateway, without losing too much parking provision. The Overflow does not function well, is too busy to recover, so remains muddy in winter and dusty in summer. Skate Park does need a renovation and redesign, possible minor extension. - Wilcox Green, a subtle "formalisation" of parking is required but not a traditional structured car park. Wheel stops suggested welcome to minimise visibility of a separate car park space while preventing parking spilling onto the green and eroding grass. Additional toilet provision not necessary and unlikely to be welcomed by nearby residents. Seating & Signage - Use of natural materials	- The "Detailed Plan" seems to lack the actual detail on what this area could be. Some board zoomed out ideas but a closer view of how this space connects the CBD with the River was a key motivator behind creating a concept plan. - Realignment of Macetown Road 4x4 - This does not seem logical. Understand the reason for looping in around areas of pedestrian recreational activity but creating a new ford crossing across the already farrowed creek is invasive and unnecessary. The Macetown Road position is also considered "historic" in it's current alignment so this should really be retained. - The precinct area using the Police Hut is a nice idea but not practical. Schist flagstones would be susceptible to ice and slipping in this cold area. Flooding also occurs here which is why a rudimentary ditch is cut to direct flood water. The encouraged right turn and schist flagstones, cut off the rest of the parking area by the Chinese village, people may miss this. Creates a bottle neck for very few car parks in Dudley's precinct which would not justify directing car there in the first place. The position of The Police Hut has been questioned in consultation, could this be moved? Unsure of the solution here but I'm not supportive of the concept design for this. Building new toilets suggested just beside also not ideal. - Mahu Whenua Gateway, missed opportunity to highlight this as a key hub already well thought out with concept plans. This is a key space to connect Arrowtown with trails and Arrow River but there has been no integration of evolution of this in concept plan - Expansion of Pump Track, I am personally not in favour of this location. I don't think expanding it hear will improve the area or the provision for users. It may be better positioned to the east of the skate park, cut into the wooded area under Hansen Reserve/Flint Street Car Park. - Extension of Hansen Reserve Car Park, this would not return a significant increase in parking to warrant a change of use. As the town transitions to green space and reserved towards Wilcox Green, it would be not welcome to intensify parking on the fringes, rather improving parking around the major hub of Ramshaw lane as detailed in the plan. Wilcox Green/Ford Street Car Park & Jopp Street - Additional toilet provision not necessary and unlikely to be welcomed by nearby residents. Additional Higher Cycle Trail - I don't believe this is necessary and would bifurcate the wide open space and grass land. This is still assessable to bike without the need for a formalised trail. Cyclists would largely want to be along the waterside and will gravitate to the lower trail. Cyclists can co-exist on the river rail with clear indication of pedestrian priority on the millennium loop west of Jopp Street bridge. Formalised River Access and seating - I think this goes to far and the presidents illustrated are not suitable comparisons. I believe the community would prefer the current informal access. River movements may also mean waterholes change or move. The location illustrated in Perspective 02 also isn't really an area where people currently recreate, the water is shallow here in summer.	A key driver for this plan is the replacement on both Ford Street/Tobin Track and Jopp Street bridges. This is missing from the plan, to the extent that the 02 Perspective Concept render depicts the current bridge. If bridges are to be replaced and as I understand it widened, this needs to be clearly communicate din the plan, as this is likely the first stage of any change. If the intent to widen bridges to facilitate an increase in traffic and bike usage this needs to be balanced against a decision to prioritise pedestrian use and slowing of cyclists as they enter the area. The need to dismount would be a clear indicator of this. A wooden staggered barrier at each bridge would further emphasise the priority use without unnecessary signage.
Anne Gormack		I understand	No	Nothing		Leave the river area alone. This project is unbelievably ridiculous!
Tracey Henderson		I understand	Neutral	It looks lovely but you mention that horse riders use it currently yet in the draft plan you have not mentioned.	I would like for you to supply a parking area for horses and floats plus and would like to see horse riding in the draft plan.	As i mentioned, please make horse riding an allowed activity in the new district plan.
Rosemary Sutherland		I understand	Yes	The Millennium Walkway is one of Arrowtown's amazing features and well used areas and we support the recognition that it should remain a place where walkers feel safe and comfortable. The proposal to build a separate, parallel cycle trail is an excellent step forward and will help reduce conflict between walkers and cyclists.	The plan could go further in reinforcing the idea that the Millennium Walkway is primarily for pedestrians. With the growth of cycling in the district, and with commercial operators increasingly using the Walkway as a drop-off point, the space is becoming crowded and tensions are rising. More emphasis should be placed on safeguarding this walkway as pedestrian-priority into the future. We appreciate that cycling is a very popular recreational activity but cyclists need their own tracks where they are not hampered by walkers as well as walkers not endangered by them.	
Julie Hall	Myself and family	I understand	Neutral		Horses have been excluded from the plan, we are recreational users too. Whilst I don't live in the Arrowtown area, we have camped (and spent locally) and driven (horses drawn vehicle) into the Macetown area several times, and wish to keep doing so. Local riders also use this area, so should be included in the plan	Please revisit horses and riders/drivers being included as recreational users also.
Liz Winstone		I understand	No	Removal of dead trees	The area doesn't need all this enhancement.	It is money spent that isn't necessary or affordable. Stop the spending. We love the river environment as it is
Laetitia Couaran		I understand	Neutral	As residents of Arrow Junction, we visit Arrowtown regularly. The Wilcox Green carpark is frequently at capacity with tourists so a new toilet block in this area would probably be beneficial. However, the current plan does not clearly specify the proposed location of the new toilets, which makes it difficult to give my feedback.	I feel the plan focuses heavily on the needs of tourists rather than the local community. As a horse rider, for instance, there are already very limited opportunities to go hacking in the Queenstown area since horses are not permitted on most Queenstown trails. I am seriously concerned that we will lose access to the few places where horses are still allowed reason why I enjoy things are they are in Arrowtown at the moment.	Horses have been a part of Arrowtown heritage so please ensure that horse riders continue to have access to suitable areas and trails since its already extremely limited.
Benji		I understand	Yes	Most of it	Please build a proper pump track	No horses
Tegan Murrell		I understand	Yes	Restrictions for 4x4 access	Horse access needs to be included for riverside tracks. Horses have used these tracks historically and presently. They are a popular sight in Arrowtown for both locals and visitors. As well as being a low impact user of the trails.	Please consider using gates and access points that still allow horses to pass through
Philip		I understand	Yes	A good tidy up of the area and enhance the current offering is well overdue	Please don't take away any car parks from the Butlers Green / Dudley's Cottage area. With the increase of businesses around there car parks will be at a premium if anything can we increase parking as in summer they are pretty full maybe include a bus / coach parking for tours. Near the toilets	
Jess willow		I understand	Neutral		We need to ensure horse riders are included and a plan is thought out on how to make sure they can continue to use the area. Keeping current access on the trails and also ensuring spaces for floats to park. Horse riders know they need to be respectful to keep access so spaces will be well cared for. If float parking is on grass and it's very wet, they aren't going to destroy the area and instead park on the side - possible when access allows	
Eileen Walker		I understand	No	I like the division of tracks, between the 'go-fast' areas for bikes, and the 'go-slow' areas for pedestrians. If horse riders could use the go-slow tracks that would be great.	The concept plan makes no provision for the equestrian community. There are many horse riders, of all ages, who regularly exercise themselves and their horses in the Arrowtown Riverside Reserves area. The plan needs to recognise the equestrian community as a user group. Parking needs to be clearly delineated suitable for horse floats. Horse riders have been identified as Vulnerable Road Users, the local roads are not safe for horse riders to use to get into Arrowtown, suitable space needs to be provided for the parking of horse floats. Locals and tourists love to see horses in town, the Fork and Tap pub is a regular photo stop with horses tied outside. Arrowtown boasts 3 historic hitching rails in town, a Coachmans Hall building, The Stables Restaurant, and more. The Lakes District Museum building was renovated and re-clad a few years ago, a call was made to the local community for horse hair to enable the exterior to be clad in the traditional manner, I donated some of my mares tail for that use. I feel proud to have contributed to the restoration of the building. Horses are integral to the story of Arrowtown, and my mare literally is part of the fabric of what makes our town so special. Throughout NZ horses, bikes and walkers share trails very effectively. All that is required is an awareness and understanding of other users. Horse riders do, I believe, need to be responsible for clearing horse poop from trails, by pushing it to the side. Could there perhaps be a drop-off point at the parking area, for a collection of horse poop - it is a very valuable compost component. I take it home, maybe the Arrowtown Garden group might like a collection point in town? Signage alerting trail users to the presence of horses on the trails is needed, and could also educate all users as to trail etiquette.	
Sean		I understand	No	Planting more trees	Cycle trail is unnecessary. As a regular user - the river walk is plenty wide enough for cycles and walkers as per every other trail in the area. The only issue is potentially with unleashed dogs - if they were leashed owners would be more likely to collect the dogs droppings rather than leave it for others to cycle or walk thru. To put trail in the proposed area is a waste of ratepayers money and also to close to peoples private property.	
Jean O'Callaghan		I understand	No	Given the size of rate increases this project shouldn't be prioritized at this point .	I'm worried that it will become too formal and the ambiance of strolling by the river lost. I'm concerned that the autumn colours will be lost by too much native planting.	Don't turn Arrowtown into a smart controlled paved area, retain as far as possible it's small town historic look. Keep expenditure down until financial management and key priorities addressed
John Alexander		I understand	Neutral	Native plant planting	The development plan is overdue. I would be more in favour of letting the care and development of the river side areas develop piece by piece as they have been up until now and which seems to be succeeding. I'm not sure why all the time and expense in putting together this plan was needed when everything seems to be heading roughly in that direction anyway.	
Rosie Thompson		I understand	Neutral	Consideration to provide spaces that will be safe for all users	No mention of HORSES (access to trails and area to park horse floats) I am a fourth generation local of 64 years and grew up with the freedom to ride our horses safely in Arrowtown and the surrounding areas. I returned to riding five years ago and no longer feel safe on the roads and the limited trails available to horse riders in the Wakatipu.	'FOR ME PERSONALLY: - There is usually a reasonable number of horse floats, when there is a local group ride (Tobins/Macetown Road) - We require a good turn around area and most horse riders are capable of backing in to a park, if need be. - We have used Wilcox Green since the new plantings near Chinese Village meant we could no longer park there. - We are considerate and remove all horse poo from the parking area and also dismount and clear it to the side of the trails - Hitching rails in places like the Chinese Village next to The Dishery would be appreciated. They would be in keeping with the history of the area. PLEASE CONSIDER HORSE RIDERS IN ANY FUTURE PLANNING.
Kaye Eden		I understand	No	Some bits but overall, no	Please leave the river natural!! While the planting of natives are a great, the proposed pictures with park benches and paving looks like the Avon in Chch. Many people go gold panning here, our history which brings tourists into this area. Leave it as it is. Also the early transport here was HORSES!!! But I certainly fail to see any brideways marked. This is a big part of Arrowtown's history and people love to see the horses and we need to be included.	Parking for horse floats is getting impossible as the town gets busier, many other councils provide a gated area for float parking with a code for local horse riders.
Dorothy		I understand	Neutral		I have a home on the reserve which is also an occasional income for me. My neighbour recently told me that there is a proposed cycle trail to go right outside my property frontage. I am on my own most of the time and am quite alarmed to think there will be large groups cycling past and potentially on to my property on a regular basis. I understand the issue is to separate walkers and bikes on the River Loop but to appease the walker who is there on occasion at the expense of people/reserve residents who permanently will be affected seems very ill thought out. I feel as my neighbour pointed out a better solution would be to have the trail closer to the bottom of the reserve not the top. Thank you for your consideration	
Nicky Busst	Arrowtown Promotion & Business Association (APBA)	I understand	Yes			As per our attached application submitted via email to letstalk@qldc.govt.nz
Pete knowler		I understand	Yes		Horse access trailer parking	Horses are how arrowtown and macetown where built and should be recognized.there are still hitching rails in town float parking is important
Brigitte Schurr		I understand	Yes	It's looking really good, I think you got it to the point	Can't think of anything right now	
Brigitte Schurr		I understand	Neutral		why don't you leave nature such as river , river banks just as they are. They are beautiful why do humans have to change things all the time. Forgot about horses in the plan, we as well enjoy a ride into Macetown , through river and just the way they are.	

Penny Ford		I understand	No		There is no allowance or mention of horse riders.	
Merrin Brewster	n/a	I understand	No		Missing the equestrian community as users. Also completely ignore the likelihood of future flood events in the reserve location. A lot of expense for it to be swept away....	
Jeff Toner		I understand	Yes	The Loop part of the track at present is overwhelmed by bike tour traffic and is dangerous for walkers and dogs ,when 20 plus bikers ride down the track to Gibbston. I would like to see one side of the track closed to bikers ,or have them diverted to the proposed upper track ,or some similar separation ,especially in the mornings.	Hard to see why you need to replace the two bridges ,only needs decking replaced. Money would be better spent on more gravel on track where to large rocks make walking difficult	Be nice to see some of the fallen willows tied up on the sides of the river and more planting of natives
Tracey Wager		I understand	Neutral		You are missing horse and float parking and we would like to make sure all horse riding is kept available.	You always seem to cater for the biking and biking companies/tour groups but nothing for actual locals with horses that pay a tone in rates. Please make sure more tracks are opened up to horse riders as most of us own land and pay thousands in rates and deserve to carry on. I would actually like to see more of the trails opened up to riders as there is no reason why we can't share trails
Shane Walker		I understand	Neutral	Separating out high speed bikes	Horses, no mention of them. I enjoy seeing horse riders on the trails, see a lot of them, never had a problem. Only mishap I have had was another biker. Horses are a big draw card for visitors to Arrowtown. Unsafe for horses to be on the road into Arrowtown	Parking - sometimes I have seen the parking at Wilcox Green jammed full of commercial bike trailers.
Imogen	Curran	I understand	Neutral	The planting plans for more natural plants are great!	I was sad to see no mention of horses in the plan. I visit Arrowtown 2-3 times a year and it makes my trip all the better to see the horses and their riders on the trails and tied up at the old horse posts.	
Michael Farrier		I understand	No	Very little at the moment, based on rate increases.	The river tracks are acceptable. However the user of the river reserve as a parking area largely as a tourist resource is not acceptable as a ratepayer expense.  I consider that the footpaths in Arrowtown need attention very few at the current time are suitable for people with disabilities. The Buckingham Street, Bedford Street, and Centennial Avenue Footpaths are generally very poor surfaces and only suitable for fit people. The tree roots, overgrown vegetation and poor drainage needs to be addressed before the river side. The streetscape needs to be addressed in several locations.  In my opinion the riverside should be left in its natural state.	I would like to see the Council spend rates for the benefit of the residential ratepayers.  The Council should be repairing teh Butlers Wall, damage has been largely caused by past Council actions.
Jo Simpson-Shaw	Dunstan Adult Riding Club and Riders of Central Otago	I understand	Neutral	Native planting, river tree management (managing willows) upgrading parking.	- Horse riders need to be accommodated in this plan.  - Access to historic roadways/tracks built for horses (Macetown, Tobin's) needs to be preserved.  - Currently horse riders have no parking suitable for horse floats. Parking on the edge of Wilcox Green has been the solution, which has produced no issue. Adding blocks/stones to keep out vehicles will remove this possibility.  - A suitable space for horse floats to be parked near the trails is required, riding through town is not possible for many horse riders due to the busy foot and vehicle traffic.  - Any plantings where water or swamo needs to be crossed, we ask that bridges are suitable for horses or a nearby crossin/ford can be used to avoid damage.	Horses had a major role in the history and foundation of Arrowtown. Macetown is a favourite of many horse riders and the horse riding community of Queenstown Lakes and Central Otago want to preserve access so future generations to enjoy. Shared access can and does work with the right attitude and information and tourists love seeing horses around, adding to the historic charm of the town.
John and Marilyn McKinlay		I understand	Yes		1. We understand the desire to have good connectivity for pedestrians and cyclists and agree with this in principle. 2. We recognise that the habits of both pedestrians and cyclists have changed over time. We have owned our property for 28 years, since before the Millennium Track was constructed, so we have observed these changes first hand. 3. The increasing number of cyclists (in particular) has led to some congestion and some safety concerns. There are a good number of cycling enthusiasts who are out for a workout and who cycle at speed. 4. e-bikes were not really a thing when the Millennium Track was designed and built. e-bikes travel quite quickly. Also, there is a relatively significant number of visitors who rent e-bikes with many not really in control of what they are doing. There is also a growing number of electric motorbikes. 5. This leads to our main concern which is the 130m on the south end of O'Callaghan Reserve. This quite narrow strip of land is on our boundary and that of four other houses. 6. Whilst some pedestrians use a narrow track (on the upper terrace) now, we feel that this land is completely inadequate for a cycle trail. There simply is not enough width of stable land to allow for cyclists, and we are concerned for the safety of users should this placement of a cycle track go ahead. As already pointed out, e-bikes can travel very quickly and a fair number of e-bikes are ridden by inexperienced visitors. 7. We assume that safety is the primary intended purpose of the proposed cycle track - otherwise, users could simply continue to use the Millennium Track as at present. Our contention would be that this narrow strip of land is not well located or large enough, and is therefore not optimally suited to this primary purpose (c.f. 2.1 Fit for Purpose and Well Serviced, Pg. 12) 8. Further, our ability to enjoy our property safely and with some privacy would be severely affected. It is a joy for us to walk off our front lawn and walk into town via the river. We have done this with our children when they were little, and we now enjoy this with our grandchildren. Cyclists travelling in both directions right on our boundary would make this hazardous, to say the least.	The following comments in quotes were recorded on August 26, prior to the community consultation. As we had not heard anything back, we rang Sophie Craig on September 17. Sophie was very helpful and we came away with a better understanding of the goals. Following this phone call we were able to write the comments above, and also form the following alternative suggestions: 1. Cyclists could use the far side of the river and go straight on to Whitechapel, with pedestrians using the near side of the river. If pedestrians prefer a loop, they could return via the upper terrace by Jopp Street where a beautified walking track could be constructed, enhanced by plantings attractive to all. The pedestrians could then drop back down onto the original track at the end of Boundary St. 2. Cyclists could use the near side lower track for the 130 m in front of the 5 properties, with pedestrians using an enhanced upper track. There could be a swap over off the end of Boundary St. e.g. a pedestrian over-bridge down onto the lower track with cyclists carrying on to a newly formed cycle track on the upper terrace. Although this might affect our privacy somewhat, it would be a safer alternative than the current proposal. 3. Enhance the near side lower track (if possible) so that both cyclists and pedestrians can use this section for the 130 m in question. *Yes. We own a property at [REDACTED] Street, Arrowtown. In looking at the concepts so far, it looks like there could be a cycle track put in, right on the boundary of our property. We are unable to attend the drop-in meeting tonight (Tuesday 26 August) in Arrowtown. However, we would really like to understand a bit more of the thinking about this project. So we therefore request that someone contact us for a discussion. A phone call would be good, or a TEAMS or ZOOM meeting even better. You have our email address above, or phone [REDACTED] Thanks"
M. Dingemans		I understand	Neutral	Overarching strategy and plan.	Cycle trail from Norfolk St to Jopp St is too close to the existing homes. It will encroach on privacy of the homes on that - current - quiet part of the reserve. The cycle trail can be made closer to the existing tree line, nearer to the foot path. If there is an actual need for a separate cycle trail in the first place.	Nope.
Melanie Seyfort	Arrowtown Village Association	I understand	Yes		Parking at Hansen Reserve: We do not support the proposal to develop additional carparking at Hansen Reserve. The Reserve provides valuable green space that would be permanently lost if converted to parking. The surrounding Hansen Street area is already congested, and introducing further vehicle activity risks exacerbating existing traffic and parking pressures. With this vicinity also earmarked for freedom camping, additional carparking will heighten the risk of "creep" from freedom camping activity into nearby areas. We encourage Council to reconsider this element and investigate alternative solutions that do not compromise open space.  Toilets: The proposal to install three new toilet blocks at Wilcox Green, near Tobins Bridge and near Jopp Street appears excessive. The suggested toilet block at Wilcox Green is extremely close to the existing toilets at Hansen Reserve, and duplication in this location seems unnecessary. It may also have the unintended effect of encouraging freedom camping in the area. Explore whether upgraded signage or improved wayfinding to existing toilets (e.g. at Hansen Reserve) may meet demand without overbuilding. Similar concerns apply to the proposed toilet block at Tobins Bridge. Without clear management controls, such facilities may inadvertently become magnets for freedom camping, undermining the intent of the plan. The proposed toilet block at Jopp Street is difficult to assess, as the exact location is not clearly defined. However, if deemed that this really is necessary it is critical that any facility be sited well away from residential properties, both in terms of physical proximity and in relation to outlook and views.  Pedestrian-only spaces: The plan could go further in recognising the diminishing opportunities for pedestrian-only walking trails within the district. Increasing numbers of cyclists, including those arriving via commercial operators, are generating congestion and creating tensions between user groups. While we acknowledge and commend the Queenstown Trails Trust for its success in expanding the regional trail network, walkers increasingly have fewer spaces that are free of cyclists. With further cyclist numbers anticipated following the opening of the Kawarau Gorge Trail, explicitly safeguarding the Millennium Walkway as pedestrian only will help address this gap.  Hard surfaces and stormwater management: The proposed use of hard surfaces, particularly in areas such as Butlers Green, Jopp Street, and Ford Street could increase stormwater runoff into the river, adversely affecting water quality and ecological values.  In winter, sealed hard surfaces also present a safety hazard, as they can become icy and slippery. Free-draining surfaces (such as compacted gravels or permeable treatments) would be more appropriate, reducing runoff risks while also better managing frost and ice conditions.  Urgency of successional planting and plant selection: While revegetation is included in the plan, we believe there is insufficient urgency signalled around implementation. The failure of crack willows is already occurring, creating hazards, erosion risks and loss of amenity. A clear and prioritised successional planting programme is required to prevent deterioration of the corridor. In terms of plant selection, we support the proposed species but suggest cautious use of toe toe in areas where people may be directly accessing the river due to their sharp vegetation, particularly in areas commonly used by children - prioritise planting these on banks and areas not typically accessed by people.	The AVA acknowledges the leadership of Council in advancing this plan and its sound direction overall. By: - Ensuring pedestrian priority on the Millennium Walkway is upheld. - Reconsidering the scale of proposed new toilet facilities and ensuring that the siting of any new facilities at Jopp Street avoids adverse impacts on nearby residents; - Avoiding widespread use of sealed hard surfaces that increase runoff and safety risks; - Reconsidering Hansen Reserve as a carpark location; and - Prioritising a successional planting and revegetation programme; Council can ensure the enduring protection of Arrowtown's river corridor as a community and visitor asset, while safeguarding its environmental, recreational and heritage values for future generations.
Suzanne Rose	on behalf of Whakatipu Wilding Control Group (WCG)	I understand	Neutral			Whakatipu Wilding Control Group (WCG) work closely with Arrowtown Choppers and Arrowtown Village Association who have had input into this draft plan. WCG support the statement that "The spread of wilding pines is a significant environmental issue for Arrowtown" WCG agree with wilding exotic conifer trees being classified as an Issue / Constraint and agree that successional tree planting to replace wilding and invasive exotics is an opportunity in the plan.
Ernie		I understand	No	Nothing		The legacy is how it is now
David Thompson		I understand	No	nothing	Missing is the point that you don't get it Arrowtown is not Queenstown It is natural no hard edges no planter boxes wander where you like park where you like complete access to the river	Don't fix what isn't broken People come to Arrowtown because it is Not Queenstown in Arrowtown you Don't need a sign to say picnic here swim here you discover these things all by yourself Discover ! Children have the most fun on their own using their imagination I walk the track every day and have never had a problem with commercial bikers and have never seen an electric motocross bike on the track We don't need another track I also don't see the need for new bigger bridges unless you want Orbus to use them I have spoken to commercial bike people who reported no problem with the bridges the down stream bridge has a bent approach which could catch out the odd person towing on a bike You could rap everyone in cotton wool or realign the approach The bridge across the bush creek is fine as it is. It has some cool ! kiwiana about it I could go on for ever but to finish QLDG ORC and in fact the country needs to put the cheque book away and look after the needs before the warts

Graeme Morrison		I understand	Yes	<p>River Reserve. I like the idea of clearing out the invasive weed trees from the river reserve. The willow trees are a danger to the public and are detrimental to river health. I like the idea of native flora being re-introduced to the river. This will improve river health and will be more aesthetically pleasing. I am happy for non-wilding varieties of exotic trees to be included too, but prefer native. I like the wayfinding elements.</p> <p>Car Parking I am happy for the Town Centre main carpark overflow parking to be formalised, as well the carparks at Wilcox Green, O'Callaghan Reserve, and Jopp Street.</p>	<p>River Reserve Public Toilets I don't like the idea of public toilets on Wilcox Green, O'Callaghan Reserve, or Jopp Street. I don't think they are necessary as there are already enough public toilets in close proximity. I worry about the smell and visual impact for the nearby residents, and also think they will encourage freedom campers to overnight at these locations. I will be directly affected as my property shares a boundary with O'Callaghan Reserve.</p> <p>Car Parking I'm not sure about the directional traffic flow in the Town Centre main carpark. The plan shows one way entry to the carpark via Buckingham Street, exiting via Ramshaw Lane. This would greatly increase traffic flow over Butlers Wall which is in danger of collapse. I think there should be 2 way entry into the carpark at Ramshaw Lane. Traffic down Buckingham Street should be kept to a minimum to preserve Butlers Wall. I don't think Hansen Street carpark should be increased. The area is already over-congested.</p> <p>Paving I'm not sure about hard paving close to the river reserve. I think the surfaces should be comprised of softer gravel type material to encourage natural absorptive drainage, rather than run-off into the river. The hard paving would also be prone to ice in the winter, being slippery and a safety hazard to pedestrians and cyclists.</p>	I think tidying up the river reserve and removing the dangerous trees should be a top priority. The willows need to be removed and replaced with native plantings as soon as possible.
Eileen Walker on behalf Wakatipu NZEAN	Wakatipu sub committee New Zealand Equestrian Advocacy Network Incorporated	I understand	No		<p>The Wakatipu sub committee of the New Zealand Equestrian Advocacy Network Incorporated submits:</p> <p>The Arrowtown Riverside Reserves concept plan makes no active provision for the equestrian community. The plan needs to recognise the equestrian community as an existing user group and a stakeholder in all track and trail infrastructure plans and strategy. There are many horse riders, of all ages, who regularly exercise themselves and their horses in the Arrowtown Riverside Reserves area.</p> <p>Tobins Track is a very popular hill workout for local equestrians, mainly accessed via parking at Wilcox Green. Arrowtown is the gateway to Macetown, another track very well used by equestrians. The parking to access this track is also at Wilcox Green.</p> <p>The local roads are not safe for equestrians to ride to get into Arrowtown. The Arrowtown River Reserve trails are a popular alternative and are safely shared by equestrians as one of the multiple users.</p> <p>Throughout New Zealand there are examples where equestrians, cyclists, runners and walkers share trails courteously and effectively. One such district is the Kapiti Coast District Council (KCDC) which has had a Cycleway Walkway Bridleway (CWB) strategy for over 20 years, this has seen all the KCDC tracks and trails multiuse CWB without incident. Contacts for the staff at KCDC can be provided if required. Users in Kapiti have developed an awareness and understanding of the needs of other users and in 20+ years there have not been any incidents where a horse has caused an accident. We share safely and it has become a tourist destination because of this inclusiveness. NZEAN would like all councils to follow Herenga a Nuku - Outdoor access advise "Herenga a Nuku supports comprehensive, enduring and practical public access for horse riders. The default policy for public access should be multi-use trails. Public access should allow people to walk, horse ride, bike, or enjoy the outdoors in other ways. If modes of use are restricted, then clear evidence should justify that decision. We should try to identify alternative public access for the modes that have been excluded". We request that QLDC have the same default policy in all planning and infrastructure including this development plan. <a href="https://www.herengaankuku.govt.nz/our-work/advocacy/horse-riders">https://www.herengaankuku.govt.nz/our-work/advocacy/horse-riders</a></p> <p>Equestrians regularly successfully share the Arrowtown trails with pedestrians and cyclists. They need to be actively provided for, alongside other users. Equestrians are the users that require the least infrastructure and can use any surface that other users can use, as well as unformed areas such as alongside tracks on the grass.</p> <p>Whilst not essential, a mounting block and hitching rails at the parking area would be very helpful. Regularly placed large rocks or tree stumps can, and do, serve as mounting blocks along the trails. Rider's dismount and kick horse mature off the trails, regularly placed mounting blocks would make re-mounting easier.</p> <p>Suitable space needs to be provided for the parking of horse floats and trucks handy to the river trails.</p> <p>Consideration should be given to new planting and vegetation management to enhance sightlines along the trails. Plantings should be at least 1 metre from the track with small plants gradually planting to larger ones 2-3 metres from the track. This improves sight lines for all users and reduces maintenance as larger plantings eventually encroach on to the track if they are planted too close. This may go some way to avoiding any conflict that may arise for all user groups, sightlines can be perceived as a barrier, to sharing the trails so good planting plans are essential. Most pathways need 500ml of grass area on each side, as the base under this grass is what holds the path together, this can be used by horses successfully, it is all we need. But if that grassed edge is not present, no issue, we can use the path provided.</p> <p>Signage alerting trail users to the presence of horses on the trails is needed, and there should be clear signage explaining how to behave on trails with multiple users. There are plenty of examples of such signage from around the world.</p> <p>It is noted that Arrowtown's main street has three historic hitching rails. The rail outside the Fork and Tap pub is used very regularly. The pub's FB page shares a photo of horses tied at the rail, and it provides a very popular photo opportunity with tourists.</p> <p>Horses are part of Arrowtown's heritage from gold-mining times. Horses were the historic mode of transport. They remain an attraction for visitors, with tourists regularly photographing horses in and around town. When the Lake's District Museum building was recently renovated, a call was made for horse-hair to be donated to allow for re-cladding of the building in the traditional manner. As a result, there are many local horses who are quite literally part of the fabric of Arrowtown.</p> <p>Arrowtown takes pride in its equestrian heritage, with the main street housing The Coachman's Hall and The Stables restaurant and bar. This heritage should be embraced as part of Arrowtown's identity.</p> <p>The equestrian community is an active and long-standing part of Arrowtown's outdoor culture. The Wakatipu NZEAN requests that the Arrowtown Riverside Reserves concept plan be revised to include provisions for equestrians, ensuring safe, accessible, and shared use of these much-loved trails and recreational space for generations to come and giving equal consideration to all active modes of recreation in your district without bias or discrimination.</p>	
Roy Thompson		I understand	Yes	Having a co-ordinated plan to maximise both the recreational amenity and native environment makes a lot of sense		As a resident bounding directly onto the reserve ([REDACTED] Place) we would just hope that the cycle path is located a sufficient distance away from homes to preserve the privacy and quiet enjoyment of those of us living directly adjacent to the reserve, which from the plan is does not appear to be the case in all areas. Perhaps QLDC could commit to a minimum of say 20m from homes (rather than boundaries)?
Sarah		I understand	Yes	<p>100% you got the separate cycle trail right! This would be on my list at the number one top priority spot.</p> <p>As someone who has actually had a e-bike crash into them on the river track I fully support the development of a new cycle trail up on the common, away from the existing river track. Since the incident with the ebike I check behind me frequently when walking the track, but I've still had a few unpleasant surprises with bikes whizzing up past me and had a few other near misses. And it isn't always hired bikes either... Absolutely fully support the separate cycle track!</p> <p>Also love that you are going to clear up the fallen crack willow. The river track can feel like a bit of an unloved/uncaared for area when trees come down and nothing much is done about them. Some have been hanging half in/half out of the water for a very long time (years even).</p> <p>A couple of extra benches near the swimming spots is a good idea, I wouldn't like to see them with paved areas and lots of picnic tables, a lot of the appeal is in the feeling that they're still a little wild and untouched, but it is nice to pause for a while, sit down and just enjoy the moment.</p>	<p>I think the placement of a public toilet at the Jopp St side of the second bridge would be a useful addition.</p> <p>The parking areas don't need to be formalised. As long as the surfacing is kept up to snuff and the potholes filled, I don't think any extra funds need to be spent here.</p> <p>Would like to see the drainage ditches and small waterways that empty into the Arrow river kept cleared and tidy. The one near the Jopp St entrance has had a 'caution may be polluted' sign in it all winter! It seems very clogged up with weeds and there's a often stagnant water sitting it, especially in summer. Perhaps a ditch digger and give it a good clean out?!</p> <p>Lastly I think some regular clearing of the possum carcasses from the trapping program would be highly beneficial. It's fairly unpleasant to have to dodge a stinky rotting corpse when you're walking along the track. Not a memory we want our visitors to be taking away with them..</p>	We love the river track. My dogs and I walk here nearly every day. It's the most magic place. There's so much going on, the birdlife is amazing and becoming really diverse, the easy access to the water and the awesome swimming spots are appreciated and used year round by my water loving hounds. I love that it's slightly wild, every spring I look for the scillas, snowdrops and daffs, the lupins and wildflowers in summer, the crocuses and daisies in the autumn, hollyberries in winter. We definitely need to preserve and protect this beautiful place, but I would never want to see it lose its natural charm by being sanitised, cleared and basically organised to death. I think it needs a light, sympathetic approach.
Kaye Eden	Wakatipu Adult Riding Club	I understand	No	Planting of native trees	Horse trails, all tracks should be multi use for all members of the community to enjoy.	<p>Arrowtown is proud of their gold mining history, it is used and talked about in most advertising for the town. Horses were the transport back then and should still be part of the town. There are hitching rails, the old stables and other evidence of our early horse history. As a horse rider, I can tell you tourists love seeing the horses, they come over to pet the them and take hundreds of photos.</p> <p>But this is not about our visitors, this is about locals, us, the ratepayers, using and having unrestricted access to our stunning tracks, mountains and rivers, all of which were horse trails back in the day. Macetown Road was originally called The Dray Road. While today horses are still legal vehicles on the road, it is definitely not safe to be riding on any road with traffic whizzing past at 100k's. No rider wants to be on a road. We need provision for horse float parking to ride the popular tracks like Tobins or to Macetown.</p> <p>Other councils provide a fenced area for float parking only, some with a chain and key for equestrian access only, that would be fabulous at Wilcox Green where the multiple commercial bike vans and trailers often take up all the parking.</p> <p>Signage on the trails so people know they may encounter a horse is essential for safety, and an added bonus is it slows the speedy cyclists down making it safer for everyone using the trail! Multiuse trails are common in other countries and parts of NZ and work very well. There are many examples, Central Otago Rail Trail, Kapiti Council Cycleway Walkway Bridleway to name a couple.</p> <p>Please remember your equestrian ratepayers when planning ALL trails, we all enjoy getting out and exercising our horses.</p> <p>The horse itself enjoys an outing also, he gets a snack on different grass, munch on a bit of willow, maybe even a swim in the river. A bike doesn't know if it's in a garage or being ridden.</p>
Tim Stewart		I understand	Yes	More toilets and parking. A separate bike trail above / south of the current existing joint biking / walking trail.	<p>Missing a bike connection for those biking from Queenstown, Arthur's Point, Millbrook, bush creek into Arrowtown to easily and intuitively get right into the Arrowtown centre. This should be separate from car parking near butlers green. Instead bring it in just north of the skate park, and up the hill to the Wiltshire at car park. Bikers could park bikes there and walk up to the bars and restaurants. Also extend the bike trail towards Wilcox green in a way that bikers do NOT need to ride through the carparks. Eg put the bike trail just north of the carparks.</p> <p>In all places, keep the bikes separate from the cars. I.e. bike trails just north of the carparks. Not through them.</p> <p>May not need to spend money formalising the parking with bits of timber. Eg people do park sensibly already at the carpark near the bottom of Tobins.</p>	<p>Make Arrowtown the destination for bikers.</p> <p>In the next few years two major new bike rides will open. 1) the track from Bannockburn, and 2) the new bridge across the Shotover River (near Edith Cavell bridge) which will make it attractive to ride from Queenstown to Arrowtown. We need to plan for many more bikers arriving in Arrowtown!</p> <p>If the preferred day trip for visitors and locals is Arrowtown to Bannockburn or vice versa, and Queenstown to Arrowtown or vice versa, this would lift Arrowtown economy and reduce cars travelling into Queenstown. But the current plan does not make it really easy for bikers arriving from the north west / Queenstown to get up from the river into Arrowtown and park their bikes. The suggestions above aim to fix that gap.</p> <p>The bike rental vans and trailers use Arrowtown as a drop off point, bringing bikes and visitors to arrowtown in vans, off loading them onto the bikes to ride to Gibbston, then pick them up and take the, back to Queenstown. The visitors get out of the vans, and are given a bike. They don't have locks etc so they can't just leave the bikes and go visit Arrowtown. So they just ride off to Gibbston.</p> <p>Perhaps QLDC could build large e-bike sheds on the Wiltshire St carpark that bike rental companies could lease. If the bikes stay in those sheds and don't get loaded onto trailers to be towed away by vans, then bike rental companies could give their customers a ticket for the public buses to get back to Queenstown. I.e. provide the sheds to stop the bike vans from taking valuable visitors away from Arrowtown after their ride. This would allow visitors time in Arrowtown to visit those businesses, increase public bus use, reduce cars / vans etc.</p> <p>The Willows</p> <p>The willows should be substantially removed in one clearance operation. Currently a few fall each major weather event, then clog the river for months. This would makes it much safer for kids to float down the river - something that use to be common 20-50 years ago.</p>

## Living History – Horse Access to the Proposed Arrowtown Reserve

Arrowtown's streetscape is rich with reminders of its goldmining and farming past: the Coachman's Hall, hitching rails along the main street, and the few remaining stone stables. Even if these structures are replicas, they serve as a tribute to the town's heritage. Horses were contributors to that history, and their presence should continue to play a role in Arrowtown's future – as living history.

My submission seeks to highlight the horse's contribution to Arrowtown's past and to promote the continuation of an equine presence in the area.

Enhancing the 'living history' narrative with horses would add a unique dimension to the visitor experience. Internationally, many heritage destinations include horses as part of their attractions – from jousting at castles to daily riding displays. Arrowtown could embrace a similar approach, with horses and riders naturally woven into the historic village environment. For many visitors, especially those from urban backgrounds, the chance to see or even interact with a horse is a rare and memorable experience.

Horse riding also requires little additional infrastructure - they are 'full-time four wheel drive'. Furthermore, horses have shared trails with walkers, carriages, and later vehicles for centuries around the world. All that is needed locally is the retention of float (horse trailer) parking and access to a water tap (water troughs are unnecessary and can spread equine diseases).

Concerns about horse manure are often raised but are largely unfounded. Unlike dog or cat poo, horse poo poses no health risk to humans – it is simply grass and water, and in fact, it can be used as fertiliser for shrubs. Riders are also accustomed to removing poo around their floats after outings.

Supporting equine access also creates economic opportunities. Equine tourists – riders who bring their horses to explore trails – are well documented in Europe, Australia, and North America. They contribute significantly to local economies, often staying longer and spending more than other visitors. The Whakatipu basin has already demonstrated the success of catering to niche tourism markets through cycle tourism; equestrian tourism has similar potential.

As Crown Agency Herenga ā Nuku Aotearoa, the Outdoor Access Commission<sup>1</sup> notes:

*“Access to public trails for horse riding provides economic benefits to local communities through tourism and the equine industry. Horse riders are great tourists and contributors to regional economies because they take their time to enjoy their surroundings. They spend more money with local hospitality and businesses than traditional tourists who drive straight through.”*

The Macetown track already draws horse riders from outside the district, combining history with scenery. With additional riding opportunities such as the reopening of Coronet Forest, Arrowtown is well placed to strengthen its reputation as a hub for equestrian tourism.

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<sup>1</sup> *Public access for horse riders*

<https://www.herengaanuku.govt.nz/our-work/advocacy/horse-riders>. Accessed: 1/9/2025

However, the current Arrowtown plan (pages 8–9) does not mention horse riding at all, despite the area’s strong history of equine use and its function as a gateway to Macetown, Tobins Track, and beyond. Omitting horses risks overlooking a distinctive opportunity for historical, recreational, and economic enrichment.

Again, to quote Herenga ā Nuku Aotearoa:

*“Horse riding is a popular recreational activity and integral to New Zealand’s culture and heritage. Allowing horse riding on public access and trails throughout the country is essential to preserve this tradition and promote outdoor recreation for all.”*

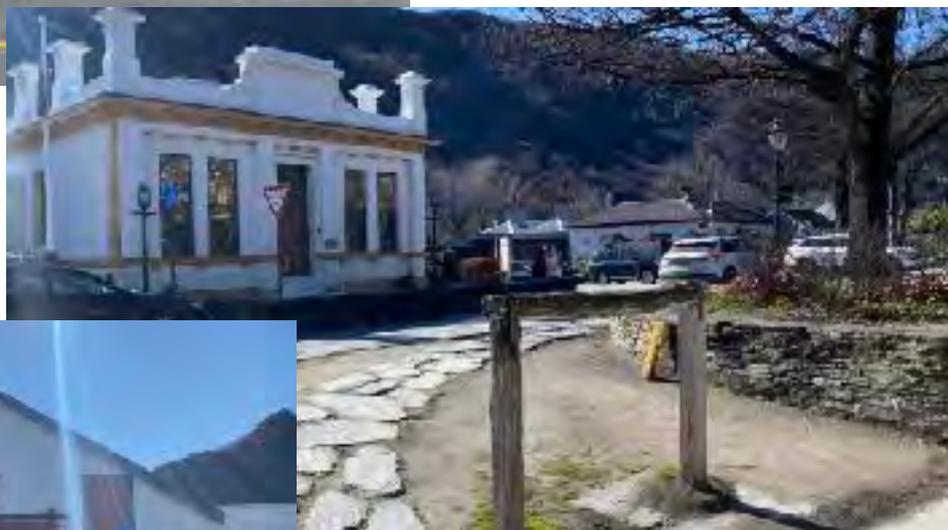
*...Horse riding can integrate harmoniously with tramping, biking and other outdoor activities with proper signage, trail etiquette, and designated multi-use paths. These affordable initiatives benefit all trail users.”*

It is also worth noting that Arrowtown’s geography has been showcased in several films that have included horses, contributing further to the area’s appeal.

**In conclusion:** Horses are an integral part of Arrowtown’s story and its ongoing identity. By recognising horse riders as valuable contributors to tourism, agri-tourism, and rural heritage, the Arrowtown reserve plan can protect and enhance this connection. The requirements are minimal – parking for floats and a horse-friendly approach – but the benefits for heritage, recreation, and tourism are substantial.



Hitching rails in Buckingham street.



Coachmans Hall. Buckingham street.



wster 13/09/2025

Hitching rails outside  
Fork and Tap.



Historic horse cart under the Arrowtown Museum (also an historic building).



Former stables (one of a few in Arrowtown). Now a restaurant.



# Proposed Arrowtown Riverside Reserves Draft Plan - Response

Response Submitted 18 September 2025 by Jo Eddington,  
Arrowtown Resident (new owner of 4 Merioneth Street Arrowtown,)  
Contact : Jo Eddington  
Email: [jo@joeddington.com](mailto:jo@joeddington.com)  
Telephone 021 999 776

# Submission on the Arrowtown Riverside Reserves Draft Development Plan

Prepared by: Jo Eddington, Arrowtown Resident – 18 September 2025

## Introduction

I welcome the Riverside Reserves Draft Plan and strongly support its emphasis on enhancing walking and cycling connections, protecting open green spaces, and celebrating Arrowtown's unique character. The plan reflects many positive aspirations for our community, and I am pleased to see Council's commitment to these values. As a local resident, homeowner at 4 Merioneth Street, and daily user of the riverside reserves, I wish to provide feedback on one particular element of the plan that may not align with the stated objectives of QLDC's strategy of 'Walk More, Cycle More, Drive Less.'

## Why it Matters

**The proposal to remove Hansen Reserve and replace it with a new car park and road raises significant concerns.**

This reserve currently provides a safe, green, and well-used pedestrian link between the Arrow River and Buckingham Street/Ramshaw Lane. It is enjoyed daily by children, dog walkers, cyclists, and visitors. Introducing traffic and car parks here would directly undermine this safe community space.

## Key Concerns

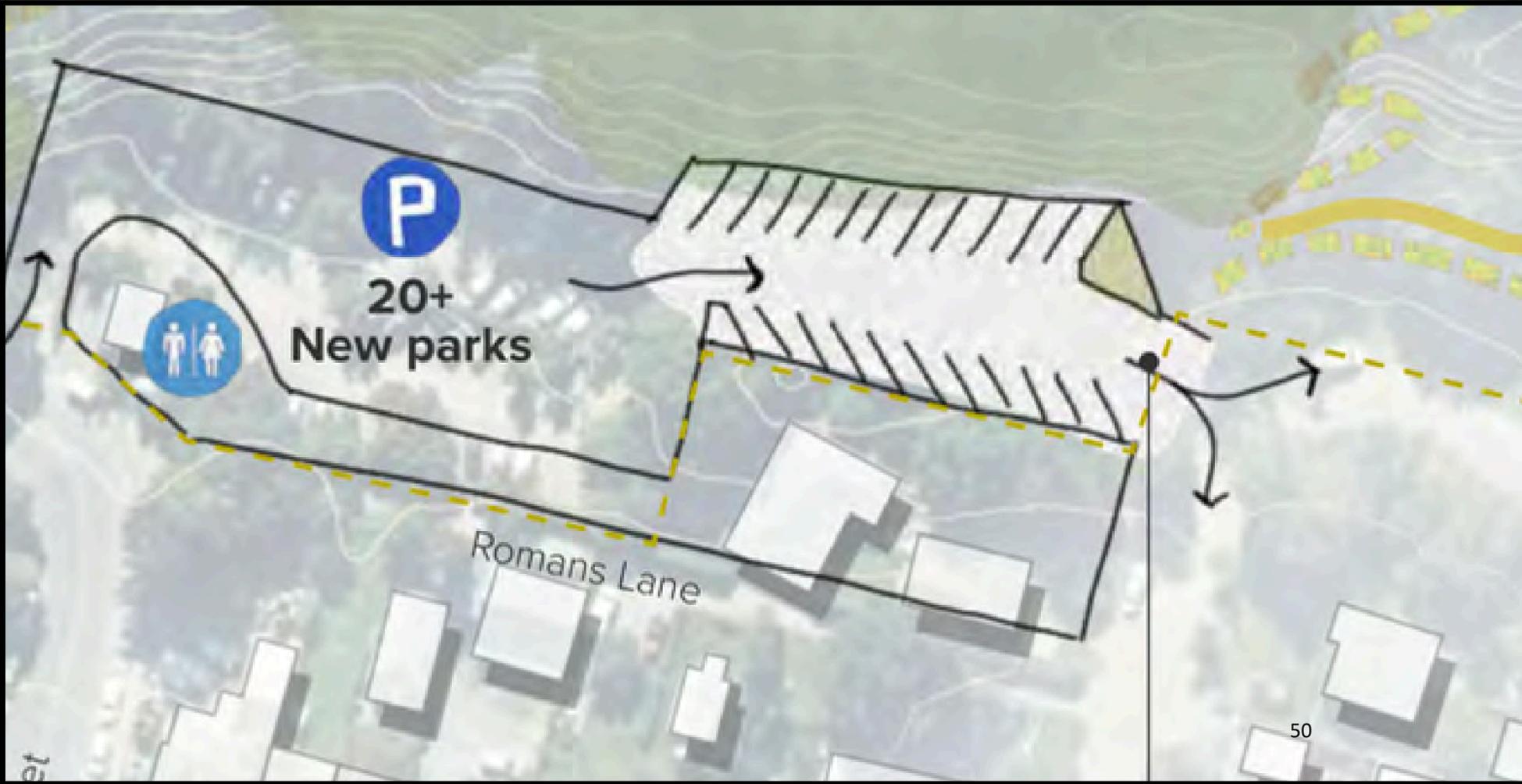
- **Green Spaces:** Removing Hansen Reserve conflicts with the Arrowtown Residential Historic Management Zone (RHMZ) objective of retaining open green space and vegetation.
- **Protected Trees:** Two large protected trees extend from the residential property at 4 Merioneth St, into Hansen Reserve; their health, root systems & canopy could be at risk.
- **Amenity Impacts:** Increased traffic, noise, lights, and congestion will reduce privacy, tranquillity, and property amenity.
- **Safety & Accessibility:** The proposal would replace a safe pedestrian link with a vehicle zone, contradicting QLDC's strategy to encourage pedestrian and cycle access through reserves.
- **Strategic Alignment:** The proposal conflicts with QLDC's overarching strategy: 'Walk More, Cycle More, Drive Less.'

## Alternatives

Alternative solutions should be explored, such as reconfiguring existing town-centre car parks -potentially away from the riverside or historic zone. These could provide parking capacity while preserving valuable reserve land, better aligning with Arrowtown's Historic Zone and QLDC's long-term strategy.

## Closing Statement

I support the Riverside Reserves Draft Plan in principle and acknowledge the many positive aspects it will bring to Arrowtown. My concern relates specifically to the proposal affecting Hansen Reserve. Retaining Hansen Reserve as a grassy green space would better reflect the Historic Management Zone objectives and QLDC's strategic vision. It would ensure that open spaces remain treasured and protected for the enjoyment of both residents and visitors. Therefore I wish to formally submit my request that Hansen Reserve proposed car park is removed from the proposed Draft Riverside Reserve Plan.





Protected Tree

Hansen Reserve

**Current View from 4 Merioneth Street Living room balcony towards Hansen Green , with a protected tree on corner**



Protected Tree

4 Merioneth Street Property

Hansen Reserve

**View opposite 4 Merioneth Street Living towards Hansen Green , with protected tree on corner**



Hansen Reserve

4 Merioneth Street

haw Lane

Wiltshire Street

Romans Lane

Merioneth Street

Sedford Street

51

53

55

57

59

61

6

3

1

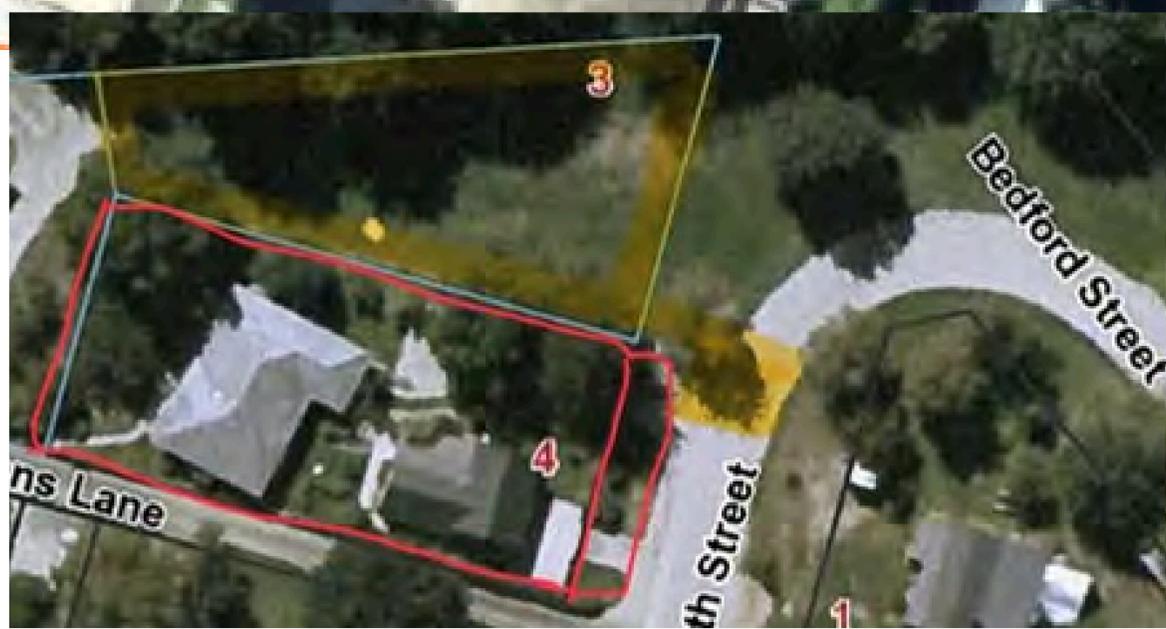
2

3

4



Protected trees 4 Merioneth St



**PROTECTED TREES**

**RED = 4 MERIONETH STREET PROPERTY**

**WHITE = QLDC PROPOSED CAR PARK**



## **Arrowtown Promotion and Business Association Arrowtown Riverside Reserves Draft Concept Plan - September 2025**

The Arrowtown Promotion and Business Association (APBA) is a non-profit community organisation of commercial ratepayers and business operators covering the Arrowtown business district. The Board has representatives from these groups and the Arrowtown Kawarau Ward QLDC representatives. We represent over 190 businesses.

The APBA activities cover the commercial area of Arrowtown and the Arrowtown-Kawarau ward catchment area. The Association employs a manager to support all the activity they undertake annually.

The APBA engages with Destination Queenstown (DQ), the Arrowtown Village Association (AVA), Queenstown Lakes District Council (QLDC), Otago Regional Council (ORC), Village Residents, Event Planners and the Lakes District Museum to promote, preserve, advocate and protect the interests of Arrowtown.

Our submission on behalf of the business community we represent, relates to feedback on this draft concept plan. There is clear evidence that ideas raised during consultation with stakeholders has been taken onboard & understood and we thank you again for the opportunity you provided to review the first draft of the River Reserve Management Plan and engagement. We acknowledge that some of our raised points were addressed prior to the public draft, however we do feel that some elements could still be updated and expanded and have listed these below:

1. Mahu Whenua Gateway Bridge – Whilst you have expanded on this opportunity in the plan and in the 3.2 Detailed plan however, we would like to see this highlighted further somewhere in the plan that showcases the true opportunity of this bridge and supports the considerable time and investment by so many stakeholders presently. There has been a significant amount of work done on this project & the public are aware of it. Please note concept drawn up by Baxter Design and provided previously to QLDC and Beca and we urge this is included and expanded on in the final version utilizing these draft concept drawings provided.
2. Arrivals Hub – APBA are in support of the “arrivals hub” but, as yet, undecided if the current location the 3.2 detailed plan is the best location and hope the council is open to this changing, if required, based on further community feedback. APBA preference would be to see this combined and linked in with the Mahu Whenua Gateway Bridge location.
3. Bush Creek (from Macetown Rd Ford to where it meets the Arrow River) – this visible space is close to the CBD & very popular with visitors. Could there be some specific reference to this space? E.g. Sketches of river steps, picnic spots, combined native/exotic plantings, raised board walk across the creek opposite skate park to provide access to the Arrow River like in you have in other sections?

4. Toilet Blocks – The 3.2 detailed plan suggested a proposed toilet block indicating a more suitable location for the new layout and arrivals hub and Mahu Whenua Gateway. There is some confusion here as there is also a note on the plan advising to “retain the existing toilet block” so is there a suggestion to have two in such close vicinity? APBA preference would be moving the toilet block to the new and updated suggestion and removing the existing toilet block in its current capacity.

5. The ‘Movement Diagram’ (4.3) is a great starting point for this issue but we believe may cause more confusion in its current form. We are also keen to work in with Queenstown Trails and urge council to listen to their advice on this as we don’t believe there is enough evidence to support a pedestrian priority as indicated on this part of the trail vs a shared space for both pedestrian and cyclists which is APBA preference unless convinced otherwise and we support Queenstown Trails view and stance on revising the “pedestrian priority” sections as indicated on the plan.

6. Realignment of the Macetown - Whilst can see intention, we’re concerned that this might be more invasive and cause greater confusion. We seek that QLDC consult the Shotover 4WD Club on the realignment to ensure that it takes into consideration the new paid gateway that is planned and it works complementary to the current plans as again considerable work and investment by many stakeholders has been undertaken and will be implemented prior to this planning being undertaken so it will need to be taken into consideration.

7. Hansens Reserve Car Park Extension- Whilst we support the creation of additional car parks and greater access linking between Wilcox Green along to Hansens car park and into Arrowtown, supporting further sightlines and visibility connecting river with the town, there has been some concern raised by our members that intensifying parking along our fringes would not be supported or welcome so consideration on how important this requirement is or how elements could be done to “soften” the parking e.g it remains “grass parking” and opens only at peak periods or events during Summer months when less likely to damage the grass.

8. Te Araroa Trail – There is currently no mention of this trail that arrives into Arrowtown at the Bush Creek entrance to Arrowtown, from the existing Te Araroa trail, which carries a significant number of visitors (domestic & international). This is especially apparent during summer months and Arrowtown is one of the first and well serviced stops with food, water, toilets and shelter after several days so clearer wayfarer signage to be maintained for those coming off the TA trail would be appreciated.

9. Ford Street and Jobb Street Bridge Replacement – This is currently missing or not acknowledged in these concept plans, however we understand these are being replaced in the next financial year so understanding the intent to widen the bridges to facilitate an increase in traffic and bike usage we would recommend this is shown on these drawings.

On a positive note, there are several elements we believe add considerable value and support these suggestions and we seek that they are maintained in the final concept plan for the Arrowtown Riverside Reserve development plan. These include:

- a) Visibility - The clearer sightlines between town and the river especially along Dudleys precinct and Ramshaw Lane to allow those entering by our bike trails can clearly see the town's opportunities for them to visit and support our businesses.
- b) Historic Police Hut - The chosen paving outside the historic police hut and the decision to avoid any vehicle parking outside the police hut, enabling greater photography opportunities, less congestion and greater access to this information site. We do seek that QLDC, as part of this plan, take on the ownership of his hut from the Arrowtown Charitable Trust who can no longer support and maintain its upkeep. A note on ensuring that any materials used consider the icy and frosty mornings that Arrowtown receives May to Sept.
- c) Open Green Spaces – We support the maintaining of the wide-open green spaces alongside the river and the clever use of aligning with sightlines for river and town access. The use of natural materials on the seating and keeping in tone with Arrowtown design guidelines is appreciated.
- d) River Access – Noting the 3.3 diagram has some positive solutions for visitors and locals to enjoy the river in safe access spots. The images showing precedents, as seen in Christchurch CBD with the long open staged steps and seating, is a positive addition to the Arrow river allowing greater access by visitors and locals.
- e) Trees/Planting Strategy - We support and agree with the removal of the dead/dangerous trees (mostly the crack willows), clearing out of the of the overgrown areas/areas where trees have already fallen and replanting with a mix of natives and non-invasive exotics. We support the use of continued native riparian plants on the river edge to stabilise the banks in the absence of these willows. The species identified in the plan are spot on and we're pleased to see the right mix to maintain our incredibly important autumn colour in Arrowtown and along the riverside with natives interspersed with ongoing native riparian planting.

We would like to acknowledge the considerable work and time that has gone into these concept plans by both Beca and QLDC and we urge the Services and Community Committee to support the final plans being recommended to full council for budget assignment in the suggested stage approach over the next 10 year funding cycle for implementation so it doesn't sit in the council archives untouched and is picked up again in another decade and we start all over again, wasting value time, resources and rate payers money.

Thank you for your time reading our submission.

APBA Board Members: Dave Harding Shaw (Chairperson), Jane Peasey (Deputy Chair) Heath Copland (Treasurer), Nicky Busst (Manager), Benje Patterson, Sam Laycock, Nick Fifield, Rebecca Readings, Hamish Garrick, Pieter Miering and Philip Riley.

Arrowtown Promotion & Business Association  
c/o 49 Buckingham Street, Arrowtown 9302  
[www.arrowtown.com](http://www.arrowtown.com)

**From:** D j Clarke

**To:** Dom Harrison

**Subject:** River margins

**Date:** Thursday, 7 August 2025 11:17:25 AM

Hi Dom,

Just a few initial comments. I realise you only wanted red flags so the APAG liaison would

be one and a reference to the Arrowtown Community Workshops of 1994 and 2003 ( Charettes) would be appropriate.

These are comments from Landscape Architect Philip Blakely. One of the architects of ADG. Involved in Arrowtown Landscaping since 1994. David Clarke Historian and involved in Arrowtown Planning since 1989, Louise Wright. Architect. Present Chair of APAG.

Philip.

As an overall strategy I think it is heading in the right direction. We need to resist sanitising and keep informal and wild/natural elements and features of the river environment. Avoid the tendency to urbanise and keep in mind Arrowtown is a small town. The indicative design around the Police Building is a bit over the top and should not

be flagstones. Will be in winter shade and slippery, as well as being too formal. Gravel or limestone maybe or possibly exposed aggregate would be better surfaces for there.

Needs to be a key policy to retain the informal undeveloped character of the river environment

Main carpark has expanded into overflow parking area which was a compromise but probably pragmatic. Need to ensure that formalised parking doesn't totally dominate the

river adjoining the town centre. We think the expansion proposed has to be the limit.

Problem is that every few years parking gets increased. Cars should not dominate!

We don't see any direction offered on where blanket native planting can/should go. It seems

to have been quite ad hoc with trees like black poplars removed without any discussion with APAG who are supposed to be the gatekeepers in the Heritage Zones. We would like

to see acknowledgement that willow is of value i.e. historic, shade and part of the quality of

the river and is here to stay. Just needs to be managed for unsafe trees etc. Non-spreading

willow species e.g. weeping willow are an option for replacement over time (noted in strategy).

Black poplars significance I don't think mentioned. Historic interest, stature (sentinel trees) and amazing autumn colour.

David

1. Important to still read 1994 and 2003 Charette Reports and reference them. They feed into the ADG and the Shaping Our Future where the values that make Arrowtown special must be protected. This is an important interface between the town and river. Overall view over last 30 years of community workshopping has been keep its wild appearance

2. Mantra has always been 'Arrowtown Solutions for Arrowtown Problems' Don't try to make this uniform across the whole district

3. Overall really good first crack but it is important not to titivate too much using generic hard surfaces, tables, play equipment. Ice flag stones would not work as too slippery in winter. Especially around Police Hut. Philip Blakely has a plan for that area in front of Police Hut. Compressed AP 20 far more versatile so long as landscaping in place

4. ADG has good planting palette contained in back pages. Refer to that please.

5. The desire to cover the whole landscape with natives is not universally popular. Accept some riparian planting but not into the reserve areas as competes with

heritage values of deciduous trees/colour. Accepted that Crack Willow had their day in many places, but sound shade trees should remain especially near water holes. It would be generations before native planting provided any shade. Kowhai good for bringing in birds.

6. Consider some fruit trees. The Charettes identified areas near the Chinese Settlement

for a community orchard. A lady has taken rootstock off Arrowtown Apples and Plums that were being pulled out. ( Peasgoods Nonsutch for instance) Perhaps some nut trees as well and community garden space?

7. Viewshafts and connection through to the river good. Pity it's just weedy gravel flats after ORC diverted main river. Would be nice to have river back closer to the town. Agree Bush Creek can be enhanced from Chinese Settlement through to where it joins the Arrow, but minimal flow in Summer means there will not be people in kayaks on it.

8. Don't pander to the car too much. Like your circulation routes. Any carparks still lowkey with lots of planting. The major carpark put in a few years has been successful but only after APAG designed it to have lots of planting and not just be an asphalt wasteland. Popular on Festival Market day sao a versatile space. Support a bit more parking to extend Hansen Car park but retain green strip as well. Has a drainage problem.

Louise

1.They left APAG off the engagement list.

2. I don't mind the proposed carpark extensions including at Flint st. ( Hansens) Plan should include bus stop as this seems to be the new problem.

Can Flint st carpark accommodate a proper bus stop?

3. Are the designers aware of the proposed overnight campervan parks at Flint st too? Accommodate the oversized vehicles in this carpark.

4. Limechip would be fine around the police building.

Regards David